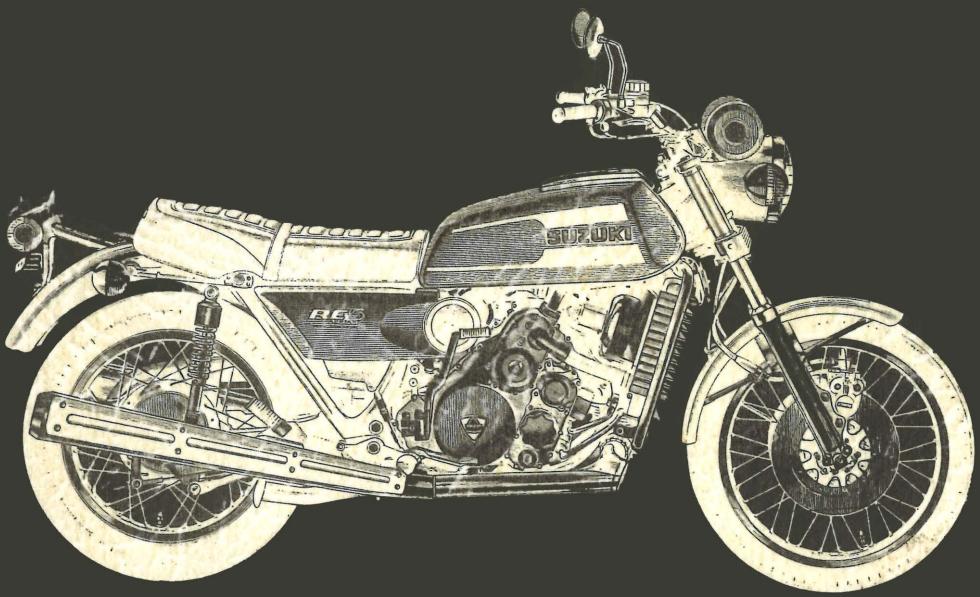
SUZUKI

RE5



Owner's Manual

MESSAGE TO THE OWNER OF SUZUKI RE5

We sincerely thank you for choosing this *SUZUKI* motorcycle from the many fine models available.
As an owner of a *SUZUKI RE5,* you are about to experience a new kind of motorcycle enjoyment, thrill and utility that only the *RE5* can provide with its NSU-Wankel type water-cooled rotary engine.

Your *RE5* motorcycle comes to you from the makers who have pushed their name *SUZUKI* to the forefront of the motorcycle world by many victories wrested in well-known road races and cross-country competitions.

The rotary engine mounted on your machine represents a significant advancement achieved by *SUZUKI* in adapting the basic NSU-Wankel design to the punishing and cruel duty anticipated in a motorcycle engineered to a higher standard of performance. It deviates widely from the reciprocating engine and embraces many new features, visible and hidden, for giving substance to the claim of high performance with which it reaches you. We assure you that your *RE5* will live up to your expectation in every way.

This OWNER'S MANUAL tells you how to take care of it, with emphasis on the points of maintenance and servicing that are markedly at variance with those for conventional machines. So we advise you to read this Owner's manual thoroughly and understand every item of your motorcycle's operation and care.

Please check each item of information stated in this MANUAL before you ride out. Should you run across some points that call for amplification, do not hesitate to put questions to your authorized *SUZUKI* dealer. We advise you to stay in close contact with your authorized *SUZUKI* dealer. He can help you tremendously in the matter of maintenance.

Finally, we thank you for placing your confidence in *SUZUKI* and wish you many miles of happy riding.

SUZUKI MOTOR COMPANY, LIMITED

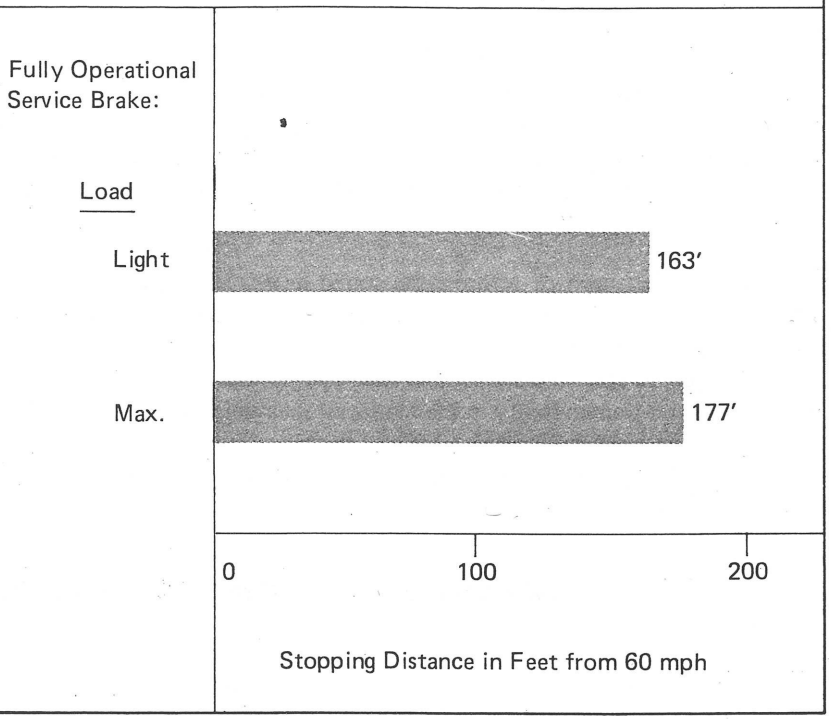
CONSUMER INFORMATION

(1) VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies, without locking the wheels, under different condition of loading and with partial failures of the braking system.

Note:
The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicle to which this table applies:
SUZUKI Motorcycle model RE5



(2) ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicle to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

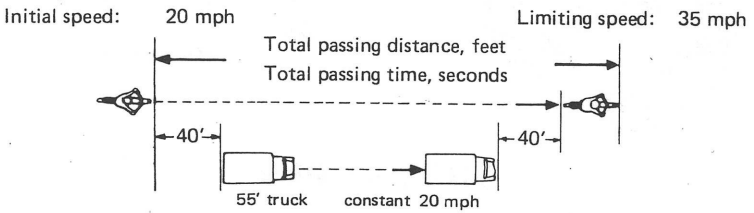
Note:
The information presented represents obtainable by skilled driver under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicle to which this table applies:
SUZUKI Motorcycle model RE5

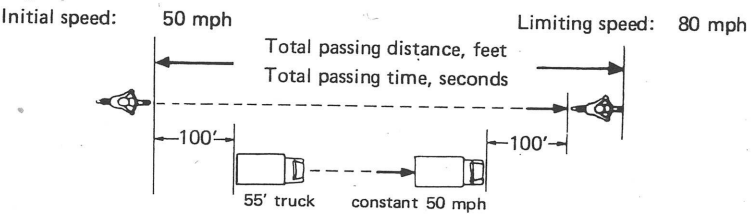
Summary Table

Low-speed pass . . . . . .349 feet, 7.1 sec.
High-speed pass . . . . . .924 feet, 9.1 sec.

Low-speed



High-speed



SUZUKI RE5

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[1] SPECIFICATIONS

(1) DIMENSIONS AND WEIGHT

Overall length	87.4 in. (2220 mm)
Overall width	34.3 in. (870 mm)
Overall height	46.1 in. (1170 mm)
Wheel base	59.1 in. (1500 mm)
Ground clearance	6.7 in. (170 mm)
Dry weight	507 lbs (230 kg)

(2) PERFORMANCE

Maximum speed	110 ~ 115 mph (176 ~ 184 kph), solo riding
Maximum horsepower	62.0 HP at 6500 rpm (SAE, NET)
Maximum torque	54.9 ft-lb (7.60 kg-m) at 3500 rpm

(3) ENGINE

Type	NSU-Wankel type rotary piston engine
Number of rotors	One
Capacity	Single chamber, 30.3 cu-in. (497 cc)
Compression ratio	8.6 (corrected)
Carburetor	MIKUNI Solex type, two-barrel carburetor, 18-32HHD
Cooling system	Water cooling for housings, and oil cooling for rotor
Lubrication system	By forced circulation of lube oil and wet sump, and by fuel-oil mixture
Air cleaner	Wet polyurethane filter
Starter system	Dual starting, electric and kick

(4) TRANSMISSION SYSTEM

Clutch	Wet multi-plate type
Transmission	5-speed constant-mesh type
Gearshift pattern	Left foot return type
Primary reduction ratio	1.652 (38/23)
Final reduction ratio	3.071 (43/14)
T'mission gear ratios:	
low	2.846 (37/13)
second	1.736 (33/19)
third	1.363 (30/22)

fourth	1.125 (27/24)
top	0.923 (24/26)
Drive chain	#630, 96 links, endless type

(5) CHASSIS

Front suspension	Telescopic fork with hydraulic dampers
Rear suspension	Swing arm with hydraulic dampers, adjustable in 5 steps
Steering angle	40 degrees (right & left)
Caster	63 degrees
Trail	4.25 in. (108 mm)
Turning radius	8.5 ft (2.6 m)
Front brake	Hydraulically-operated, double-disc caliper type
Rear brake	Mechanical brake with leading-trailing shoes
Front tire:	
size	3.25H19-4PR
pressure	25 psi (1.75 kg/cm^2) for normal solo riding
Rear tire:	
size	4.00H18-4PR
pressure	28 psi (2.0 kg/cm^2) for normal solo riding

(6) ELECTRICAL EQUIPMENTS

Ignition	Condenser-Discharge Ignition
Ignition timing	5° B.T.D.C.
Spark plug	NGKA9EFV
Battery:	
voltage	12 volts
capacity	30 AH
Generator	Alternator, 12-volt 280 watts
Fuse	20 A
Headlamp	50/40 watts, 12-volt
Tail/brake lamp	3/32 cp (8/23 watts), 12-volt
Turn signal lamp	32 cp (23 watts), 12-volt
Speedometer lamp	3.4 watts, 12-volt

Tachometer lamp	3.4 watts, 12-volt
Indicator lamp (FUEL, OIL TANK, OIL · P, NEUTRAL, TURN, HIGH-BEAM)	3.4 watts, 12-volt

(7) CAPACITIES

Fuel tank	4.5/3.7 US/Imp. gal (17 litres), incl. 10.6/8.9 US/Imp. pt (5 litres) reserve
Engine oil sump	5.3/4.4 US/Imp. pt (2.5 litres)
Metering oil tank	3.60/2.99 US/Imp. pt (1.7 litres)
Transmission oil	3.38/2.84 US/Imp. pt (1.6 litres)
Front fork oil	5.1/5.3 US/Imp. oz (150 cc)
Engine coolant	1.2/1.0 US/Imp. gal (4.5 litres)

Note:

The specifications are subject to change without advance notice.

Variance, if any, between this manual and your RE5 motorcycle is due to differences in traffic regulations between countries.

[2] GENERATION OF POWER BY NSU-WANKEL TYPE ROTARY ENGINE

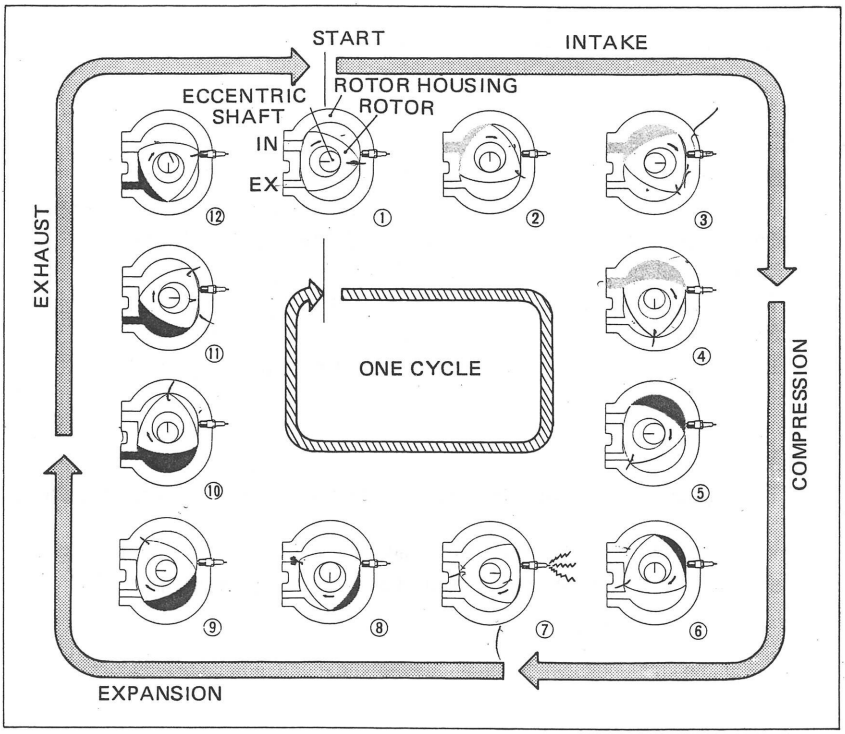
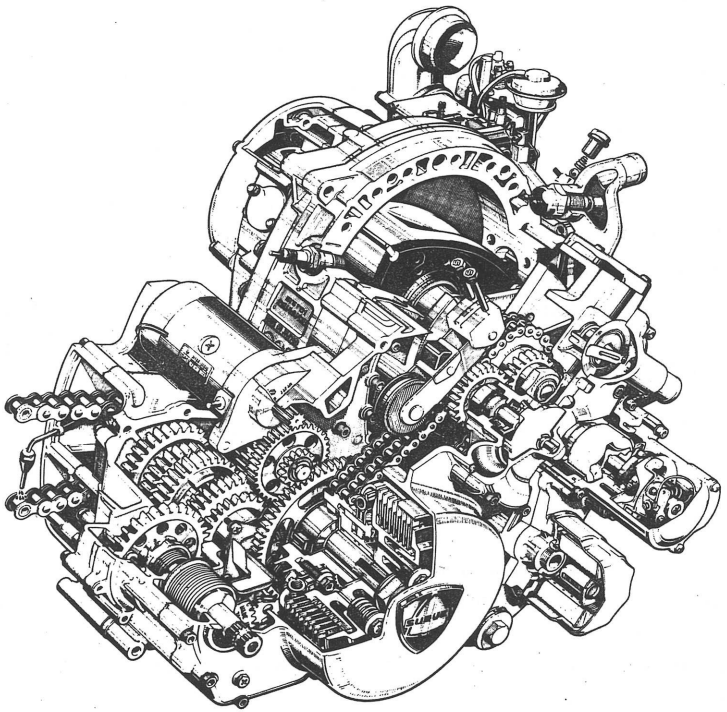


FIG. 2–1

The rotary unit under your seat is quick to respond to your grip, and gives you more power than you want. Smooth and tenacious power. How is such power produced? The answer is fully explained in the diagram above. One rotary-engine cycle consists of three rotations of output shaft (comparable to crankshaft in reciprocating engines). For these three rotations, the rotor makes only one complete (360 deg.) rotation.

Focus your attention to one of the three sides of the rotor, and trace the sequence of *SUCTION, COMPRESSION, EXPANSION and EXHAUST* which that side under consideration experiences. (The diagram above illustrates this sequence.) Note the similarity between this sequence and that of a four-stroke reciprocating engine.

Note also that, for each charge of fuel-air mixture burned, the output shaft (eccentric shaft) makes one complete (360 deg.) rotation. This strikes up a similarity between this engine and a two-stroke reciprocating engine. Because of these desirable similarities, the rotary engine generates more power and runs far more smoothly.



The rotary engine of SUZUKI RE5

[3] TIPS FOR STRETCHING MOTORCYCLE LIFE

Well cared, your *RE5* motorcycle will last much longer, give you more riding satisfaction in each outing, assure you maximized riding safety at all times, and never hesitate to snap and comply to your command. **"GOOD CARE" starts out with BREAK-IN** and continues thereafter under a series of simple rules. Acquaint yourself thoroughly with the following procedures and rules to know what's meant by **"GOOD CARE"** that your *RE5* asks of you:

(1) BREAK-IN OPERATION

BREAK-IN is a special process of smoothening the mating surfaces in sliding or rotating contact; it is accomplished by intentional skin-wearing of virgin surfaces. Surfaces so smoothened are hard to wear. Every machine needs *BREAK-IN* when it's new, and its life is long or short depending on the quality of the break-in it received. Each new motorcycle needs it. You can give it to your *RE5* correctly by adhering to these rules during its initial service:

1) Operate the engine below the speed limits.

	Speed limit
First **100 miles (160 km)**	**3500 rpm**
Up to **500 miles (800 km)** thereafter	**4000 rpm**
Up to **1000 miles (1600 km)** thereafter	**5000 rpm**

By the time your odometer reads 1000 miles (1600 km), the engine will have been broken in nicely provided that its speed was kept below the respective limits. After the 1000 miles, you may run on full throttle but DO NOT GO BEYOND 7000 RPM AT ANY TIME.

2) Have your RE5 periodically inspected and serviced.

Your **authorized SUZUKI dealer** is always pleased to inspect your motorcycle and advise you on its condition. Bring your motorcycle to him and have it inspected whenever the time for inspection comes (according to the Periodic Inspection Schedule, *PAGE 34).* You can more effectively preserve the *RE5's* high durability by sticking to this rule rigorously when yours is new.

3) Do not race the engine when you don't have to.

RACING, REVVING or whatever you call it is **not a wise practice.** Habitual engine racing cuts into the extras given to the running parts, particularly bearings, of the engine. This by no means implies that the rotary engine cannot take it; the rotary unit can take plenty of punishment,

but there is no reason why you should waste the costly extras that are built into your *RE5*.

4) Refrain from rough, brutal manner of operation.

Jumping starts, jerky stops, quick braking, full-speed coasting——all these practices invite hazards and unnecessarily punish the machine. You need not baby your *RE5*——it's a man's machine——but you shouldn't abuse it.

(2) CHECKING BEFORE DAILY USE

Just before you ride out, check to be sure that each of the items listed below is functionally or otherwise satisfactory, and **be certain that your RE5 is in good condition**——safe and ready for full performance:

a) OIL LEVEL IN ENGINE OIL SUMP
b) INDICATOR (PILOT) LAMPS
c) FRONT AND REAR BRAKES
d) ENGINE COOLANT LEVEL
e) LAMPS AND HORN
f) CLUTCH LEVER
g) DRIVE CHAIN
h) STEERING
i) WHEEL TIRES

How to check these items is described fully in *PAGE 53.*

(3) ADHERE TO THE SPECS OF FUEL, LUBRICANT, etc., AS TO KIND, GRADE AND CAPACITY.

1) Fuel

STRAIGHT GASOLINE (REGULAR GRADE) goes into the fuel tank. It need **NOT** be any **premium-grade gasoline. NO MIXTURE OF GASOLINE AND LUBE OIL.**

Fuel tank capacity . . . . . .4.5/3.7 US/Imp. gal (17 litres)

2) Transmission oil

SUZUKI TRANSMISSION OIL is prescribed. You may use, instead, an **SAE 20W/40 multi-grade motor oil,** but **be careful NOT to use this oil in the engine.**

Transmission oil capacity. . . . . 3.38/2.84 US/Imp. pt (1.6 litres)

3) Engine oil

Engine oil goes into the OIL TANK (METERING OIL TANK) ① and ENGINE OIL SUMP ②. As the manufacturer of the *RE5*, we must insist on use of SUZUKI ROTARY ENGINE MOTOR OIL (SUZUKI RE OIL) or ITS EQUIVALENT authorized by SUZUKI.

Oil tank ① capacity ..... 3.60/2.99 US/Imp. pt (1.7 litres)
Oil sump ② capacity ..... 5.3/4.4 US/Imp. pt (2.5 litres)

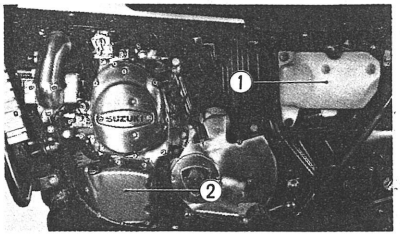


FIG. 3–1

4) Brake fluid

Brake holds the key to the safety of motorcycling. Utmost care must be exercised in selecting the brake fluid for the **FRONT BRAKE** of your *RE5*. **Make sure that the one you select is certified to meet the specification indicated in this table:**

Brake fluid specification	Where
DOT3 DOT4	U.S.A.
SAEJ1703a SAEJ1703b SAEJ1703c	Other countries
SAE70R3 (formerly SAEJ70b)	

CAUTIONS:

① Your RE5 comes to you with a GLYCOL-BASE BRAKE FLUID (filled at the factory). Do NOT add or use ANY OTHER TYPE OF FLUID such as a silicone-base or petroleum-base one, or serious damage may result.

② Use a fresh supply of brake fluid in replenishing or renewing. The fluid standing long in an opened container is old and not fit for use.

③ Do not wet the painted surfaces and instrument gauge lenses with the brake fluid. The fluid reacts with the paint and lenses.

5) Engine coolant

A mixture of water with "GOLDEN CRUISER #1200 ANTIFREEZE AND SUMMER COOLANT" or A SUZUKI-APPROVED EQUIVALENT thereof is prescribed for use as the engine coolant. In your *RE5* just delivered from the dealer, the coolant is a **50% mixture** of the above-named compound, and 50% distilled water.

The prescribed mixture has the following properties:

① Antifreeze property
② Anti-foaming property for keeping up cooling efficiency
③ Lubricating property for the water pump
④ Anti-corrosion property for the radiator and jackets

Cooling system capacity . . . . . 1.2/1.0 US/Imp. gal (4.5 litres)

CAUTION:

Do not add to the mixture any other anti-freeze compound or a corrosion-inhibiting additive.

[4] KEY, IDENTIFICATION NUMBERS AND TOOLS

(1) KEY

Your *RE5* is a one-key machine. The key serves as **ignition switch key** ①, **steering lock key** ②, **seat-and-helmt lock key** ③ and **front cover lock key** ④ **(for radiator cap and fuel tank cap).** Two keys are standardly furnished, one being a spare.

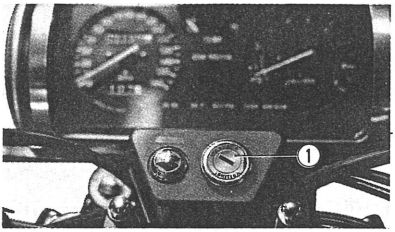


FIG. 4–1

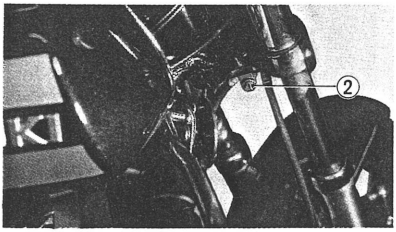


FIG. 4–2

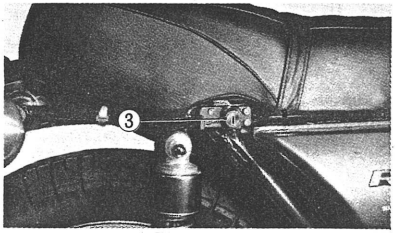


FIG. 4–3

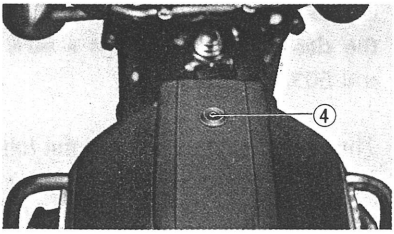


FIG. 4–4

(2) ENGINE NUMBER AND CHASSIS NUMBER

(a) **Engine number** ① is stamped on the transmission case under the right-hand frame cover.

(b) **Chassis number** ② is stamped on the right-hand steering head pipe.

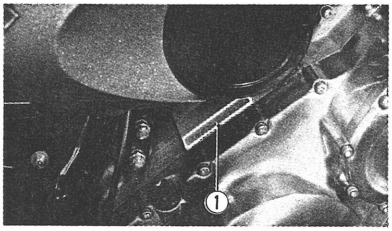


FIG. 4–5

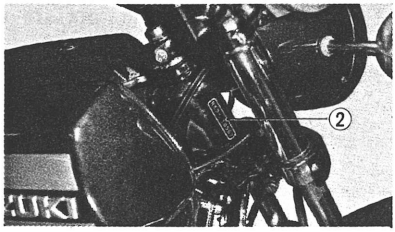


FIG. 4–6

The stamped numbers are yours only and distinguish your *RE5* from all other *RE5's* used all over the world. Your numbers tell almost everything about the vital statistics of your own *RE5*. Cite these numbers when ordering for renewal parts or discussing with **your SUZUKI dealer.**

(3) NAMES OF OFTEN-REFERRED PARTS

Let's agree on the names indicated here, so that there'll be no confusion in exchange of information between you and your dealer or serviceman.

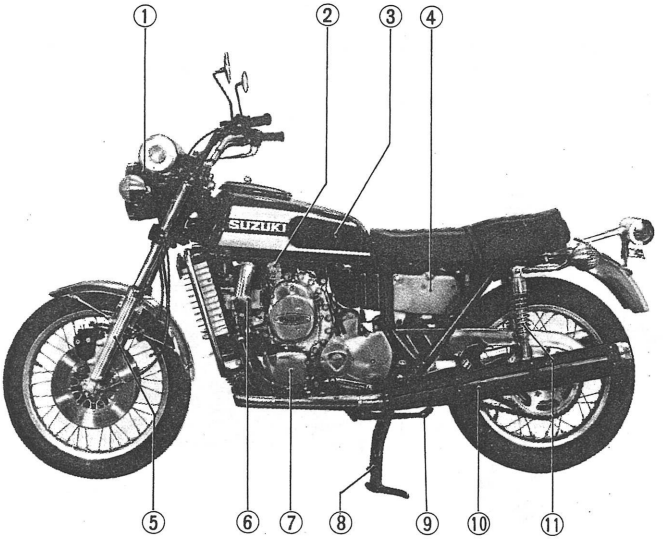


FIG. 4–7

① Head lamp
② Fuel cock
③ Fuel tank
④ Metering oil tank
⑤ Front fork
⑥ Carburetor
⑦ Engine oil sump
⑧ Center (main) stand
⑨ Prop stand
⑩ Muffler
⑪ Rear shock absorber

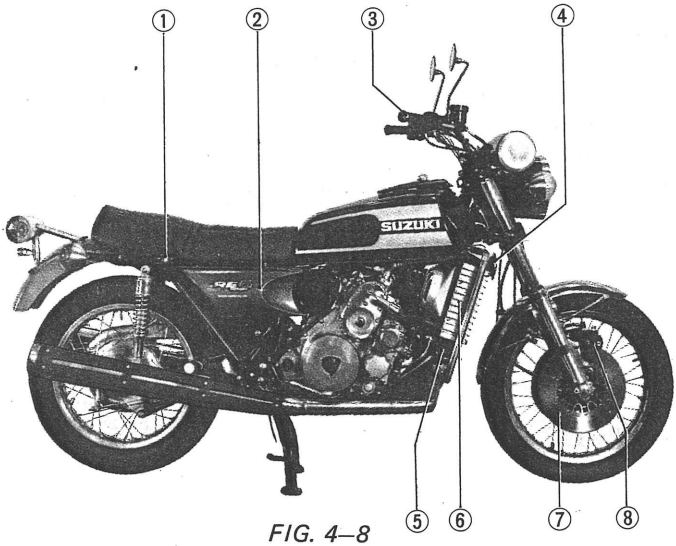


FIG. 4–8

① Seat and Helmet lock
② Frame cover
③ Throttle grip
④ Horn
⑤ Oil cooler
⑥ Radiator
⑦ Front brake disc
⑧ Caliper

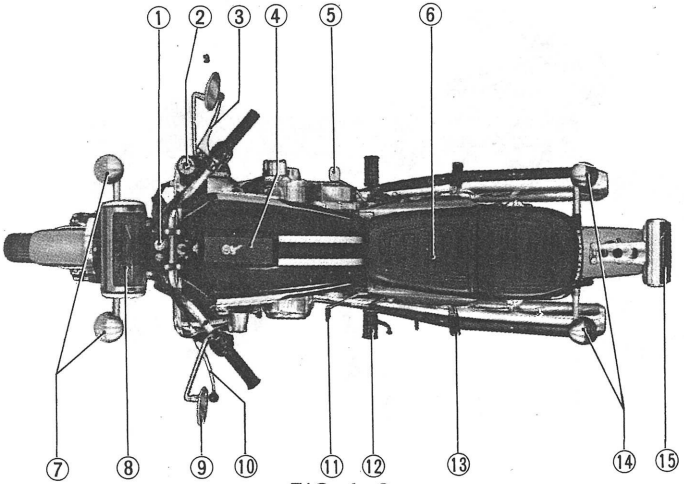


FIG. 4–9

① Ignition switch
② Front brake oil tank
③ Front brake lever
④ Fuel tank front cover
⑤ Rear brake pedal
⑥ Seat
⑦ Front turn signal lamp
⑧ Combination meter
⑨ Rear view mirror
⑩ Clutch lever
⑪ Gear shifting lever
⑫ Front footrest
⑬ Pillion footrest
⑭ Rear turn signal lamp
⑮ Tail/Brake lamp

(4) TOOL KIT

The tool kit ① is tucked **under the seat** ②. It contains the below-listed handtools needed for owner-level maintenance work:

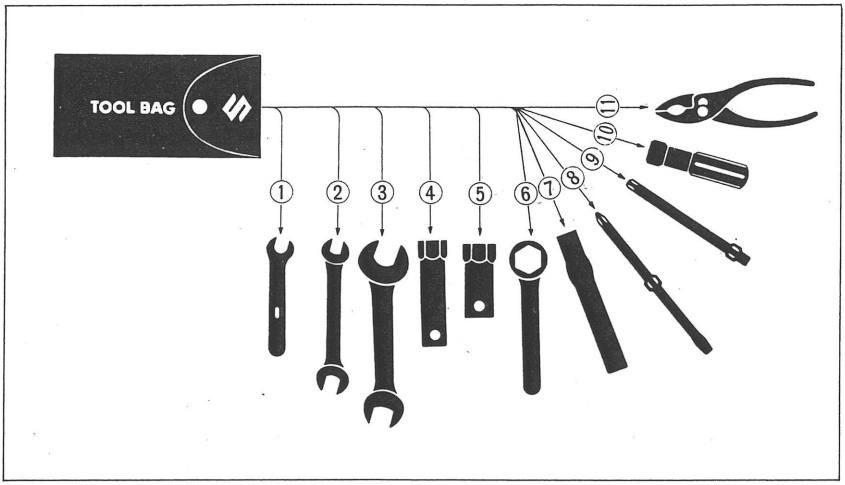


FIG. 4–10

① 8-mm open-end wrench
② 10 x 12-mm open-end wrench
③ 14 x 17-mm open-end wrench
④ 14-mm box wrench
⑤ 21-mm box wrench
⑥ 24-mm offset wrench
⑦ Offset wrench handle
⑧ Combination screwdriver
⑨ Phillips type screwdriver
⑩ Screwdriver grip
⑪ Pliers

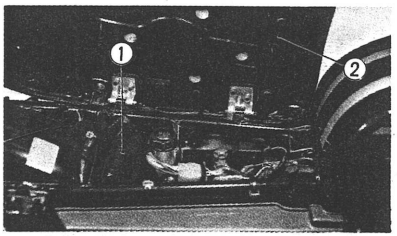


FIG. 4–11

[5] CONTROLS

Accustom yourself thoroughly to each control. Habituate yourself to its correct use. It's the right habit formed during the initial use of your *RE5* that enables you to correctly control your machine in action and, equally important, to avoid mechanical trouble and amplify your riding enjoyment.

(1) ELECTRICAL CONTROLS

1) Indicator (pilot) lamps and indicator

① **"FUEL"** indicator lamp (Fig. 5-1 ①)
When the fuel in the **FUEL TANK** decreases to about 10.6/8.9 US/Imp pt (5 litres) the lamp will light up.

② **"OIL TANK"** indicator lamp (Fig. 5-1 ②)
When the engine oil in the **METERING OIL TANK (Fig. 3-1 ① Page 14)** decreases to about 1.1/0.9 US/Imp pt (0.5 litres) the lamp will light up.

③ **"OIL P"** indicator lamp (Fig. 5-1 ③)
The lamp turns off when the engine is started and the prescribed engine oil pressure reached. The switch for this lamp operates with the oil in **ENGINE OIL SUMP (Fig. 3-1 ② Page 14).**

④ **"NEUTRAL"** indicator lamp (Fig. 5-1 ④)

⑤ **"TURN"** indicator lamp (Fig. 5-1 ⑤)

⑥ **"HIGH BEAM"** indicator lamp (Fig. 5-1 ⑥)

⑦ **"GEAR POSITION"** indicator (Fig. 5-1 ⑦)
The numeral shown in the gear position indicator varies from "1" to "5" according to gear shifting. The low is shown by "1" and the top by "5". At the neutral, no numeral is indicated, and instead, the neutral indicator lamp will emit green light.

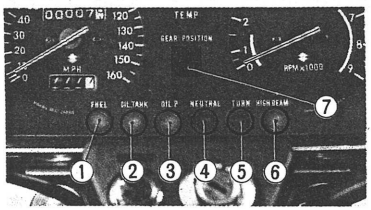


FIG. 5–1

2) Instruments

① **Speedometer** (Fig. 5-2 ①)
Cruising speed is indicated in km/hr or miles/hour.

② **Tachometer** (Fig. 5-2 ②)
Shows engine rpm.

CAUTION:
Never permit the engine to run at or above 7000 rpm (red zone on the scale).

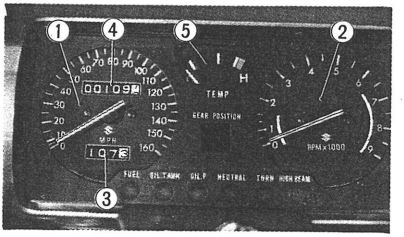


FIG. 5–2

③ **Trip meter** (Fig. 5-2 ③)
This instrument is within the speedometer and provides distance readings in kilometers or miles. You can reset the trip meter, that is, bring its indication to **ZERO** by turning the knob ① located on the back.

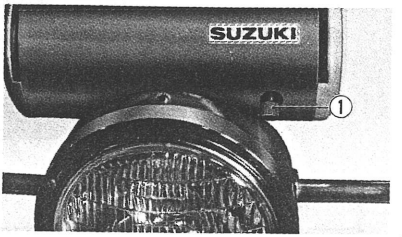


FIG. 5–3

④ **Odometer** (Fig. 5-2 ④)
Visually records the total distance traversed by your machine, in kilometers or miles.

⑤ **Thermometer** (Fig. 5-2 ⑤)
For indicating the temperature of engine coolant. The scale is calibrated as illustrated here. **The engine is in the best thermal condition when the thermometer indicates the temperature between 190°F (88°C) and 230°F (110°C).** Be sure that the indicating hand is within this range when you on the normal run.

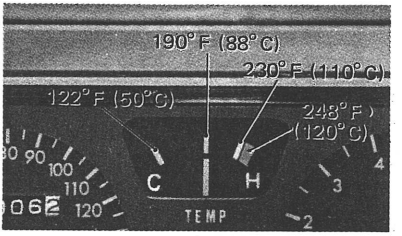


FIG. 5–4

As the temperature rises to **about 223°F (106°C)** the thermo switch ① operates by itself to **cut in the cooling fan** ② ; as the temperature falls, the cooling fan stops running automatically.

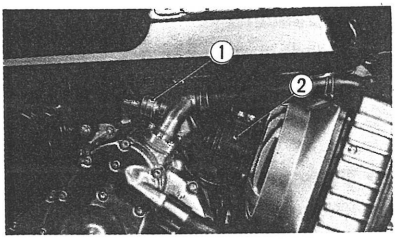


FIG. 5–5

3) Ignition switch ①

Four positions are: **OFF** ②, **CHECK** ③, **ON** ④ and **PARKING** ⑤ (left to right).

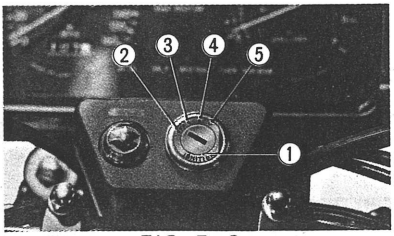


FIG. 5–6

Position	Significance
OFF	All electrical loads remain off. The key goes into the switch in this position.
CHECK	Turn the switch to this position before starting up the engine. Pilot (indicator) lamps tell you if the engine is ready for starting. The horn and lamps can be checked.
ON	With the exception of the parking lamp, all electrical systems become energized. **The engine can be started** (by depressing the starting button).
PARKING	This position is for lighting only the parking lamp. **The key can be pulled out.**

① CHECK position

Insert the key into the switch in *"OFF"* position. Turning the key to the right opens the meter hood and the switch moves into *"CHECK"* position, causing the six indicator lamps (in the combination meter) to take the following state:

Indicator lamp for:	State		Significance
	ON	OFF	
FUEL	○		Fuel level indicator lamp circuit is in sound condition.
OIL · TANK	○		**OIL TANK** indicator lamp circuit is sound condition.
OIL · P (for oil pressure)	○		Oil pressure indicator lamp circuit is in sound condition.
NEUTRAL	○		Transmission is in neutral. Make sure this lamp is on.
TURN		○	This lamp comes on when the turn signal switch knob is turned to either side. (The knob is on the left-handle bar.)
HIGH · BEAM		○	This lamp comes on when the dimmer switch is moved to *"HI"* or *"H"*, with the lighting switch kept in *"ON"*

Make it your habit to start up the engine only when the six indicator lamps are noted to be burning as listed above. **If any of the lamps fails to take** the above-indicated state, **consult your authorized SUZUKI dealer** to check its circuit.

② ON position

Turning the key to this position alters the state of the six indicator lamps; and you will hear clicking sound coming from the *C.D.I.* (Condenser Discharge Ignition) unit (under the battery). Be sure that the lamps are in the following state before starting to crank the engine for a start-up.

Indicator lamp for:	State		Significance
	ON	OFF	
FUEL		○	The **FUEL TANK** is full. (If this lamp is on, refill the tank.)
OIL · TANK		○	The **METERING OIL TANK** (Fig. 5-7 ①) is full. (If this lamp is on, refill the tank.)

OIL · P	○		Lube oil pressure is down. (As the engine fires up, this lamp will go off.) The switch for this lamp operates with the oil in **ENGINE OIL SUMP** (Fig. 5-8 ②).
NEUTRAL	○		The transmission is in neutral (as it should be at this time).
TURN		○	(This lamp comes on and flickers when the turn signal is operated.)
HIGH · BEAM		○	(This lamp comes on when the head lamps are switched on to burn on high beam.)

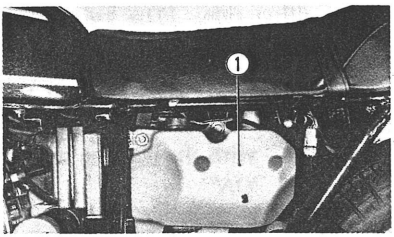


FIG. 5–7

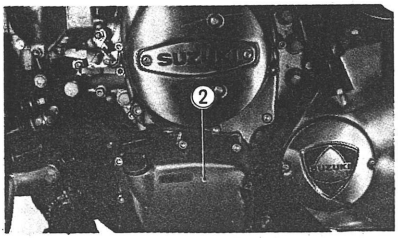


FIG. 5–8

③ PARKING position

Tail lamp lights up when the key is moved to this position.
The key can be pull out from the switch in this position.

④ ON-OFF schedule

On-off control of the electrical systems is effected according to this schedule:

Electrical device	Ignition switch key in:				Works when:
	OFF	CHECK	ON	PARKING	
Turn signal lamp		○	○		Turn signal switch knob is operated.
Horn		○	○		Horn button is de-pressed.

Brake lamp		○	○		Brake pedal is depressed or front brake lever is squeezed.
Head lamp		○	○		Lighting switch is turned on.
Speedometer lamp		○	○		Lighting switch is turned on.
Tachometer lamp		○	○		Lighting switch is turned on.
Tail lamp			○		Lighting switch is turned on.
Parking lamp (tail lamp)				○	
Starter			○		Starting button is depressed.
Ignition circuit			○		Engine kill switch is in *"ON"* or *"RUN"* position.

4) Engine kill switch (Fig. 5-9 ① Page 26)

Suppose an emergency condition occurs when you are cruising and you have to shut down the engine. In such a case, turn this switch off; you need not turn off the ignition circuit. To restart the engine that has been shut down in this manner, be sure to turn on the kill switch (moving it into *"RUN"*) and then depress the starting button.

IMPORTANT:

Remember, **THE KILL SWITCH IS FOR EMERGENCY SHUT-DOWN ONLY** as when, for example, you run over a large bump and get thrown off the seat. Turning off the kill switch during normal cruising may result in abnormal fuel combustion within the engine or in the exhaust pipe to touch off engine trouble. **THE NORMAL WAY OF SHUTTING DOWN THE ENGINE IS TO SLOW IT DOWN "IDLING CONDITION" AND THEN TURN OFF THE "IGNITION SWITCH".**

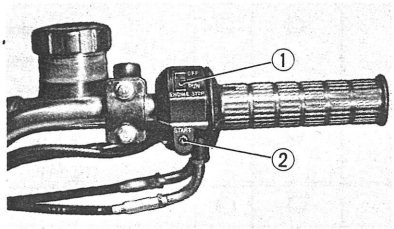


FIG. 5–9

5) Starting button (Fig. 5-9 ②)
With the ignition switch in *"ON"* position, depressing this button operates the starting motor to crank the engine for starting. The starting motor can start up the engine, even when the gears are engaged, **if you squeeze the clutch lever** (to disengage the clutch) just before depressing this button.

CAUTION:
Do not crank the engine longer than five seconds at a time. If the engine will not fire up, wait at least 5 to 10 seconds before making another try.

6) Horn button (Fig. 5-10 ①)
Push this button to sound off the horn.

7) Turn signal lamp switch (Fig. 5-10 ②)
For right turning, twist the knob into *"R"*; for left turning, twist it into *"L"*. Then the right-hand or left-hand signal lamps will flicker.

8) Passing light switch (Fig. 5-10 ③)
This switch is provided in your *RE5* if you are **not** in the *U.S.A.* or Canada. When the ignition switch is in *"CHECK"* or *"ON"*, **press the pushbutton of this switch repeatedly** to make the head lamp flicker. Head lamp flickering is for signaling to the oncoming traffic that you are attempting to overtake and pass the cars ahead of you.
The dimmer switch has *"P"* position: **turning the switch to this position repeatedly** produces the same effect.

Note:
The lighting switch has nothing to do with "head lamp flickering."

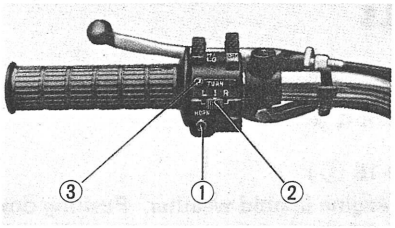


FIG. 5–10

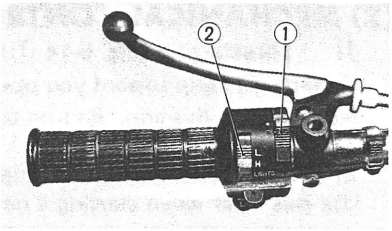


FIG. 5–11

9) Lighting switch and dimmer switch

With the ignition switch in *"CHECK"* or *"ON"* position, turning on the lighting switch (Fig. 5-11 ①) lights up head lamp and tail lamp, and the head lamp burn on *"HIGH"* beam or *"LOW"* beam depending on the position of the dimmer switch (Fig. 5-11 ②), whose *"HI"* or *"H"* position is for high beam and *"LO"* or *"L"* position is for low beam.

Note:
The lighting switch of your RE5 is fixed in "ON" position if you are in USA and Canada.

10) Brake lamp switch (Fig. 5-12, Fig. 5-13)

If you are in the *U.S.A.* or *Canada*, your *RE5* has the **front brake lamp switch** ① installed under the front brake lever ②. With the ignition switch in *"CHECK"* or *"ON"* position, squeezing the front brake lever lights up the brake lamp.
The rear brake lamp switch ③ is under the right-hand frame cover. Depressing the brake pedal actuates this switch to turn on the brake lamp.

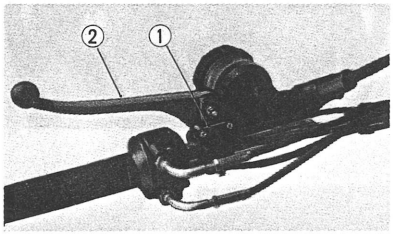


FIG. 5–12

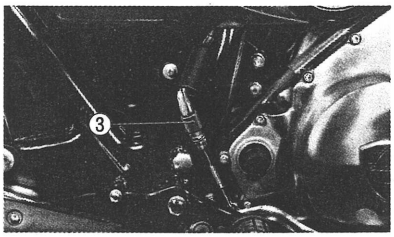


FIG. 5–13

(2) MECHANICAL CONTROLS

1) Throttle grip (Fig. 5-14 ①)

Turning this grip toward you opens the throttle valve. The engine is highly responsive to this grip. Be sure to turn it gently.

2) Carburetor choke lever (Fig. 5-15 ①)

Use this lever when starting a cold engine in cold weather. Pushing down the lever to **"start"** Position ②. After starting up the engine, be sure to pull the lever **up** to the original position.

Do not turn the throttle grip when "choking." If the engine is hot, start it up on **"PARTIAL THROTTLE"** by turning the grip just a little without "choking".

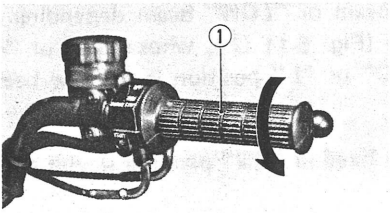


FIG. 5–14

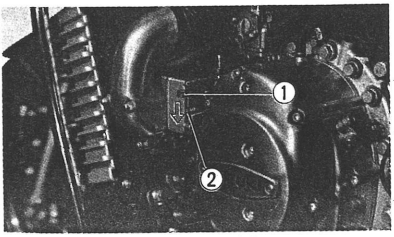


FIG. 5–15

3) Radiator cap ①

The cap is located **under the fuel tank front cover.** Unlock the cover by using the key, open the cover and unscrew the cap to remove it. After checking or refilling, reverse this procedure.

The cap is complete with a relief valve, which opens to relieve the excess pressure when the inside pressure rises to 12.8 psi (0.9 kg/cm^2).

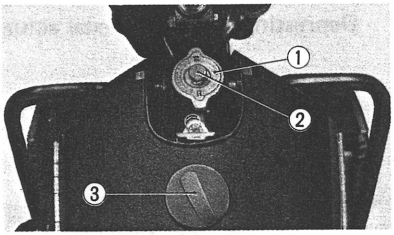


FIG. 5–16

CAUTION:
Before trying to remove the cap, be sure to DEPRESS THE RED BUTTON ② on the cap. This button is for letting out pressure.

4) Fuel tank

The filler cap (Fig. 5-16 ③) is **under the fuel tank front cover.** Access to this cap is had by unlocking the cover with the key and opening it.

5) Metering oil tank and engine oil sump

As has been explained, **the prescribed engine oil goes into these two reservoirs.**

① Metering oil tank (Fig. 5-17 ①)

When the engine oil in the oil tank decrease to about 1.1/0.9 US/Imp · pt (0.5 litres), the **"OIL · TANK" indicator lamp in the combination meter will light up to remind you that the tank is wanting the oil.** In such a case, refill the tank as soon as possible. **The filler cap ② is under the seat ③.**

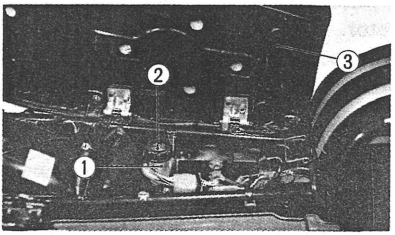


FIG. 5–17

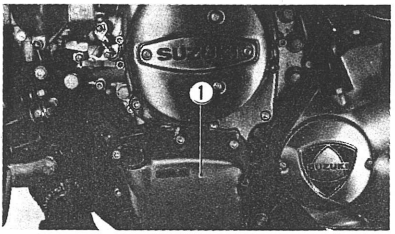


FIG. 5–18

Note:

When you are about to go out for a long ride, be sure the oil tank is completely full.

② Engine oil sump (Fig. 5-18 ①)

Each mile that you travel eats up a very small portion of the oil in the SUMP. For this reason, **you should check the OIL SUMP FOR LEVEL more frequently as follows:**

- **CHECK BEFORE DAILY USE, AND AT INTERVALS OF 300 MILES (500 KM).**
- **Keep the machine upright on its CENTER STAND when checking.** If the machine is standing by its side prop, removal of the oil filler plug may cause the oil to spill out. For the methods of checking and refilling, refer to *PAGE 36.*

6) Fuel cock (Fig. 5-19 ①)

The cock is of diaphragm type. **It remains closed by itself when the**

engine is at standstill, so that no fuel flows then to the carburetor.
This cock has three positions: *ON* (normal position) ②, *RES* (for reserve) ③ and *PRI* (for priming) ④. **Keep the cock lever ⑤ in *"ON"* as long as the *FUEL* indicator lamp (in the combination meter) is off** to mean that there's enough gasoline in the tank.

The lamp will light up when the main body of fuel has been used up to leave about 10.6/8.9 US/Imp pt (5 litres) remaining. When this happens, move the lever to *"RES"* position to start using this reserve, and go to a nearest filling station for refilling.

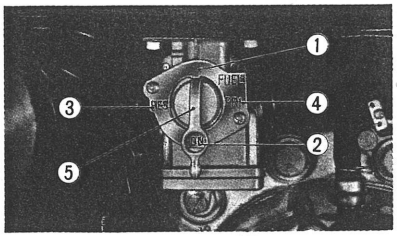


FIG. 5–19

With the lever moved to *"PRI"* position, the fuel cock opens the fuel path direct from the tank to the carburetor. Use this position **to "prime"** the carburetor, if necessary, as when the machine has been idle for long: after starting up the engine, **be sure to move the lever back to *"ON"* position.**

7) Clutch lever ①

Pull the clutch lever (mounted on the left-hand handle bar) **all the way** toward you before each gearshifting. The sequence is the same as in ordinary motor car. Gear *"GRATING"* if any, means that you are not pulling the lever fully.

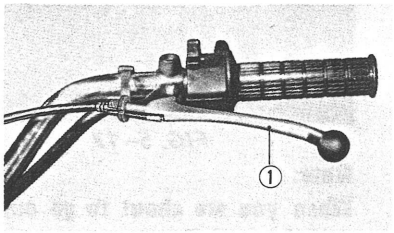


FIG. 5–20

8) Gearshift lever (Fig. 5-22 ①)

Your *RE5* provides five gear positions to be selected from by moving this lever. *"NEUTRAL"* position is between *"LOW"* and *"SECOND"*. To shift into *"LOW"*, press the lever down all the way at *"NEUTRAL"*. To shift to higher gears, raise the lever sequentially.

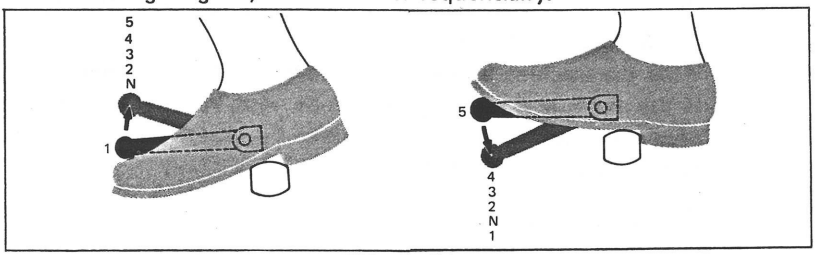


FIG. 5–21

Note that you have to shift through *"NEUTRAL"* in a single stroke from *"LOW"* to *"SECOND"*. You may shift back to *"NEUTRAL"* either from *"LOW"* or *"SECOND"* to do so, raise or lower the lever *BY A HALF STROKE.*

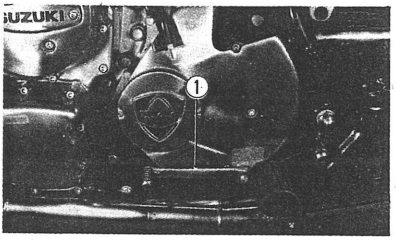


FIG. 5–22

9) Steering lock ①

To **"freeze"** the steering system against theft, turn the steering handle to the left as far as it will go, insert the key into the lock, twist it to the right and pull it off. Be sure to use this lock provision when leaving your machine parked.

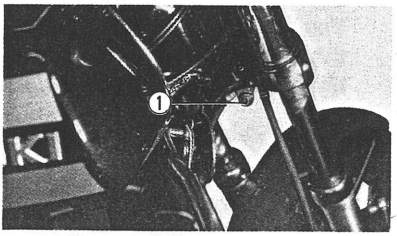


FIG. 5–23

10) Seat lock and helmet holder (Fig. 5-24 ③)

① Seat lock

This lock is located on the right-hand rear end of the seat. It is for locking the seat in closed position. **To open the seat as when you have to refill the OIL TANK,** insert the key into the lock **twist it to the left fully** ① and lift the seat by hand. **To lock the seat, twist the key to the right,** pull it off and push down the seat into position: the seat will snap into *"LOCKED"* position.

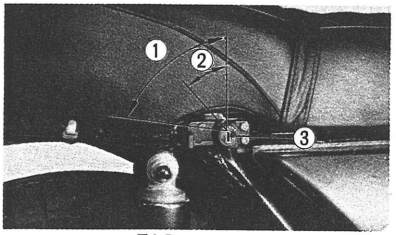


FIG. 5–24

② **Helmet holder**
This holder is built **in the seat lock.** To attach the helmet to or remove it from the holder, insert the key into the seat lock and **twist it lightly to the left** (Fig. 5-24 ②). The light twisting does not affect the seat in locked condition. Twist back the key and pull it off after putting on or removing the helmet.

11) Front brake lever (Fig. 5-25 ①)
The front brake (disc type) is **hydraulically controlled,** and hydraulic pressure is produced by squeezing this lever. (If you are in the **U.S.A.** or **Canada,** the *BRAKE* **lamp will light up** each time you apply the front brake.) Remember, the front brake is very powerful: squeeze this lever rather carefully.

12) Rear brake pedal (Fig. 5-26 ①)
You have a drum-and-shoe type of brake on the rear wheel. Depressing this pedal actuates the shoes **mechanically** to brake and, at the same time, lights up the *BRAKE* lamp.

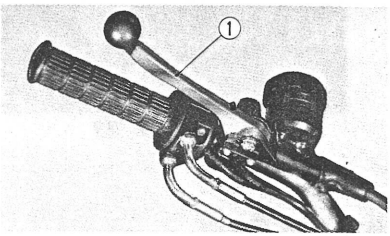


FIG. 5–25

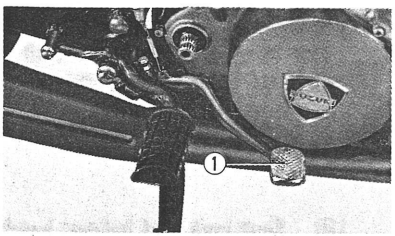


FIG. 5–26

13) Rear shock absorber (Fig. 5-27 ①)
The two absorbers on the rear permit adjustment of their spring force to suit the road surface condition or the mounted load on the machine. To increase or reduce the force for adjustment, rotate the cam ring by levering with a rod inserted into the hole provided in the cam, as shown. **Minimum spring force** results when the cam rests on the stopper by its position **"1". Maximum force** is obtained by bringing the cam position **"5"** to the stopper. **Make sure that the two absorbers are similarly set.**

Note:
All *RE5's* **leave the factory with these cams set at position "3".**

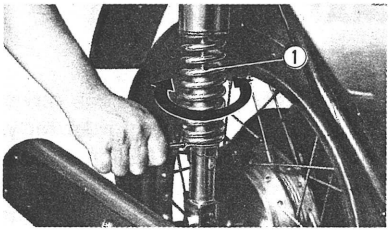


FIG. 5–27

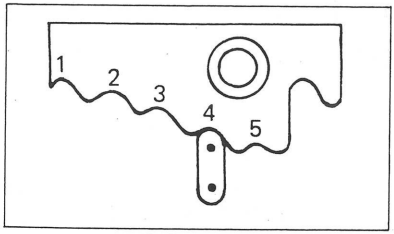


FIG. 5–28

14) Kick starter lever ①

This is the alternate means of starting up the engine, and is to be used, when you don't want to crank with the starting motor for one reason or another. Here's how to *"KICK"* start: Turn the ignition switch to *"ON"*, hold the gearshift lever in *"NEUTRAL"*, and push down the lever forcefully. Greater kicking force is required than in a reciprocating-engine motorcycle of comparable size, because the rotary engine has a larger totallized sliding surface.

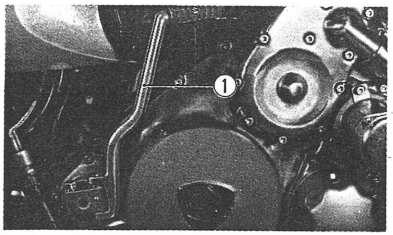


FIG. 5–29

Note:

Do not squeeze the clutch lever when *"KICK"* starting. This is because *"KICK"* is transmitted to the eccentric shaft through the clutch.

[6] INSPECTION AND MAINTENANCE

PERIODIC INSPECTION SCHEDULE

Just as any other motorcycle needs periodic inspection and servicing attention, your *RE5* too needs them to stay in good working order for you. Assuming that you are not experienced in servicing the *RE5* motorcycle, **we strongly recommend that this periodic care be entrusted to your authorized SUZUKI dealer,** who can do all the job more economically and effectively. To go by this recommendation, all you have to do is just bring your machine to your dealer at the regular intervals indicated in the following chart:

PERIODIC INSPECTION SCHEDULE CHART

Service \ Intervals miles (km)	Initial 750 (1000)	Every 2000 (3000)	Every 4000 (6000)	Every 8000 (12000)
Engine				
Change **engine oil.**	●	●	●	●
Replace **engine oil filter.**	●		●	●
Clean **engine oil inlet strainer.**	●		●	●
Clean **spark plug.**	●	●	●	●
Adjust **spark plug gap.**		●	●	●
Replace **spark plug.**			●	●
Check and adjust **ignition timing.**	●	●	●	●
Check **ignition timing advance.**	●	●	●	●
Change **contact breaker points.**				●
Grease **contact breaker shaft.**		●	●	●
Adjust **metering oil pump cable.**	●		●	●
Check **metering oil pump discharge amount.**				●
Wash **air cleaner element.**		●	●	●
Adjust **engine idle speed.**	●	●	●	●
Overhaul **carburetor.**				●
Lubricate **throttle** and **clutch cables.**		●	●	●
Grease **throttle grip.**			●	●
Clutch and transmission				
Adjust **clutch.**	●	●	●	●
Change **transmission oil.**	●	●	●	●

Cooling system				
Check concentration of **anti-freeze compound.**	Before freezing weather sets in			
Change **coolant.**	Every two years			
Change **water hoses.**	Every two years			
Inspect **coolant level.**	●	●	●	●
Check **tell-tale hole** for leakage.	●	●	●	●
Battery				
Service **battery.**	●	●	●	●
Fuel system				
Service **fuel system.**	●		●	●
Change **fuel hoses.**	Every two years			
Steering and suspension				
Check **steering stem play.**	●		●	●
Change **front fork oil.**	●			
Grease **steering ball bearings.**			●	●
Wheel and brakes				
Check **tire air pressure** and **tread wear.**		●	●	●
Inspect **front brake pads.**	●	●	●	●
Inspect **brake fluid level.**	●	●	●	●
Check **brake fluid leakage.**	●	●	●	●
Change **front brake rubber parts.**	Every two years			
Adjust **rear brake pedal.**	●	●	●	●
Check **rear brake shoe wear.**	●	●	●	●
Inspect **rear brake linkage.**	●	●	●	●
Grease **rear brake cam shaft.**			●	●
Grease **rear brake rod arm.**			●	●
Adjust **wheel alignment.**	●	●	●	●
Chassis and final drive				
Adjust **final drive chain**	●	●	●	●
Wash and lubricate **drive chain.**	Every 500 miles (800 km)			
Check **final driven sprocket wear.**	●	●	●	●
Retighten **bolts** and **nuts.**	●		●	●
Electrical equipment				
Inspect **lamps** and **switches.**		●	●	●
Inspect **horn.**		●	●	●
Inspect **tachometer** and **speedometer.**		●	●	●

Maintenance Information

If you want to perform by yourself some of the periodic attentions that are not too technical or to know more about your *RE5* motorcycle from the standpoint of maintenance, the following information will be useful.

(1) Engine oil

Adhere to the engine oil specifications in selecting the oil for your *RE5* engine (Refer to page 14). A wrong kind of engine oil can foul up your engine.

1) Oil in metering oil tank ①

Refill the oil tank with the engine oil whenever the **"OIL TANK" lamp** in the combination meter tells you to. The metering oil pump forwards the engine oil form this tank in metering fashion. **When the oil in the tank decreases to 1.1/0.9 US/Imp · pt (0.5 litres), the lamp will light up** to remind you that the tank is wanting the oil.

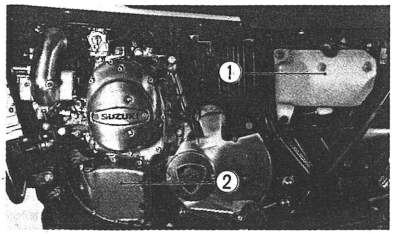


FIG. 6–1

2) Oil level in engine oil sump (Fig. 6-1 ②)

As stated previously, **check the level before riding out for daily use of the machine. In addition, check it at intervals of 300 miles (500 km).** The dipstick for checking the oil level is carried by the filler plug.

① HOW TO CHECK THE LEVEL

1. Hold the machine erect by its center (main) stand on flat, level floor. Make sure the engine is cold (and, of course, standstill).

2. Remove the filler plug (Fig. 6-2 ①) by unscrewing, wipe off its dipstick ②, and refit the plug to the hole **WITHOUT RUNNING IT IN** (Fig. 6-3, Fig. 6-4). Take off the plug and read the oil level on the dipstick, which has two level marks, *"F"* (Fig. 6-2 ③) and *"L"* (Fig. 6-2 ④).

3. Add oil if the level is below *"L"* mark, **raising it to *"F"* mark. DO NOT RAISE THE LEVEL ABOVE "F",** or carbon will foul up the spark plug. Dirty exhaust smoke is often due to too much oil in the oil sump.

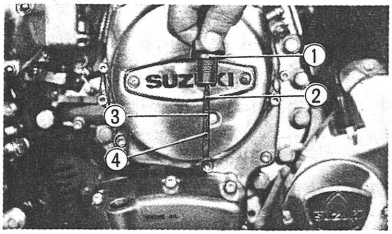


FIG. 6–2

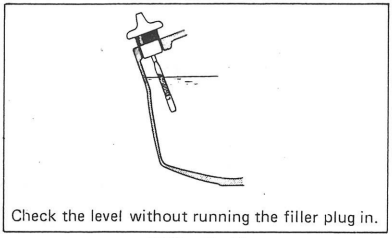

Check the level without running the filler plug in.

FIG. 6–3

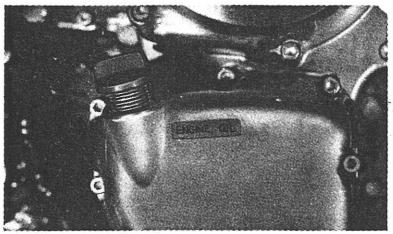


FIG. 6–4

② HOW TO REPLACE THE OIL IN THE OIL SUMP

This oil change is a service to be carried out after **the initial 750 miles (1000 km) and at intervals of 2000 miles (3000 km) thereafter.**

1. Hold the machine erect by its center stand on flat, level floor. Be sure that the engine is still hot after a sustained run out on the road.
2. Remove the oil filler plug ①, mentioned above, and also the drain plug ② located on the underside of the engine oil case ③. After draining, secure the drain plug by tightening it to 18 ft-lb (250 kg-cm).
3. Fill up the oil sump with the fresh engine oil **TO THE "F" MARK ON THE DIPSTICK.**

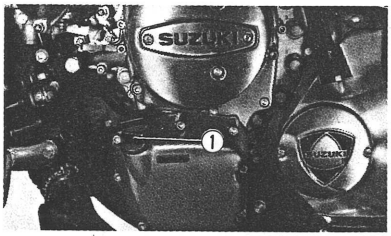


FIG. 6–5

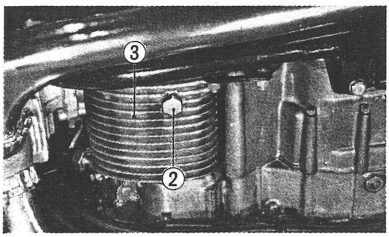


FIG. 6–6

CAUTION:

① **About 5.3/4.4 US/Imp · pt (2.5 litres) is supposed to make the oil sump full, but be sure to fill according to what the dipstick tells you.**

② **As stated previously, be sure not to run in the filler plug when checking the oil level: the dipstick will give a seriously falese level indication if you do so.**

(2) Engine oil filter (Fig. 6-7 ①)

Replacement of the engine oil filter is **a 4000 miles (6000 km) service,** the first replacement being prescribed upon completing **the first 750 miles (1000 km).** This filter must be replaced also when it has become so dirty as to result in too low a pressure of the engine oil. **Replacement must be entrusted to your authorized SUZUKI dealer.**

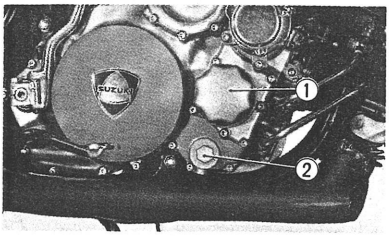


FIG. 6–7

(3) Oil sump inlet strainer (Fig. 6-7 ②)

This strainer, located inside the oil sump, is prescribed to be cleaned **at intervals of 4000 miles (6000 km)** and after **the initial 750 miles (1000 km)** A clogged inlet strainer seriously interferes with the normal supply of engine oil to the engine's running parts. **Cleaning must be entrusted to your authorized SUZUKI dealer.**

(4) Air cleaner

Air cleaner servicing is **a 2000 miles (3000 km)** attention. Remember, an excessive fuel consumption is frequently accounted for by a dirty element in the air clearner.

How to service the air cleaner

① Remove the right-hand frame cover to gain access to the air cleaner.

② Loosen the 4 screws (Fig. 6-8 ①) securing the air cleaner, and take out the element (Fig. 6-9 ①). Take out the polyurethane (fig. 6-9 ②), wash it in a solvent pool, squeeze off the solvent.

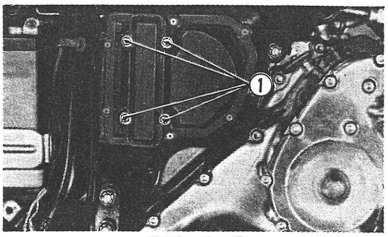


FIG. 6–8

③ Immerse the cleaned polyurethane **in a clean engine oil of the prescribed kind,** squeeze off the oil to make the polyurethane lightly wet with the oil. Install it in the air cleaner, and restore the cleaner to its postiion.

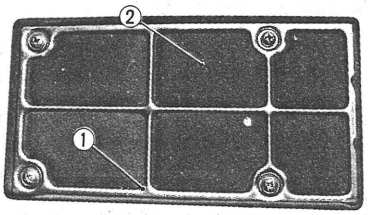


FIG. 6–9

(5) Carburetor

The carburetor fitted to the rotary engine of your *RE5* is not one of the standard carburetor models available from a carburetor manufacture. It is a special carburetor designed to match this rotary engine and, as such, is very complex in construction. Many mechanisms are included, and many settings are involved, all for meeting a truly wide and delicately varying range of fuel-air mixture proportions that the engine demands. Thus, **the care of the carburetor must be delegated to your authorized SUZUKI dealer.**

But there is one setting that you can make, if you wish to, on this carburetor and that is **"idling speed adjustment"** by the idle adjust screw (Fig. 6-10 ①). Here's how you do it:

Idling adjustment

After a 5-minute warming-up run, let the engine idle on and, while referring to the tachometer indication, **bring the speed to 1200 rpm** by tightening or loosening the idle adjust screw, which is on the carburetor side cover. Turning the idle adjust screw, clockwise raises idling speed and vice versa.

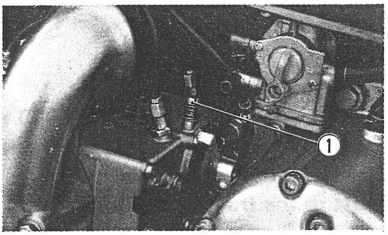


FIG. 6–10

(6) Spark plug

The **NGKA9EFV spark plug** used in the *RE5* rotary engine is a high-performance wide-heat-range plug specially developed for use in this engine. **Clean it and adjust its gap at intervals of 2000 miles (3000 km), and replace it at intervals of 4000 miles (6000 km).**

Plug cleaning and gap adjustment

ⓐ To remove the plug, take off its cap first, and unscrew it with the spark plug wrench included in the tool kit.

ⓑ If the plug removed for cleaning is found too dirty or excessive worn at its electrodes, replace it by new one even when you have some mileage to cover before the end of the current replacement interval.

ⓒ Use a brush to remove carbon, and clean with the spark plug cleaner. Check the gap with a 0.022 in (0.55 mm) (Fig. 6-11 ①). Thickness gauge, and reduce the gap to this value, as necessary.

ⓓ Be careful not to strip the screw threads. **Run in the plug with fingers as far as it will go in, and then tighten it with a torque wrench to 18 ~ 25 ft-lb (250 ~ 350 kg-cm).**

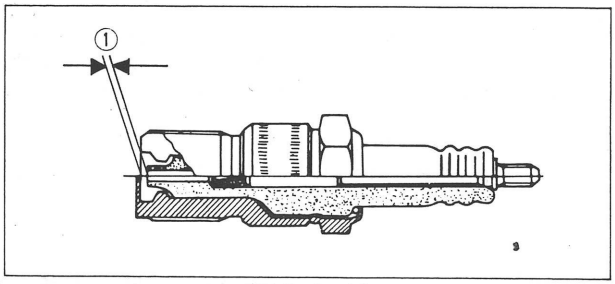


FIG. 6–11

(7) Transmission oil

Transmission oil change is a **2000 miles (3000 km) service,** the initial change being prescribed to be effected after the **first 750 miles (1000 km).**
Changing the oil this frequently will assure good lubrication for the running parts in the transmission and clutch.

How to change the transmission oil

① Make sure that the engine is still hot after a sustained run out on the road. Hold the machine erect by its center stand.

② Remove the transmission oil filler plug (Fig. 6-12 ①). Reach to the underside of the transmission case, and loosen the drain plug (Fig. 6-13 ①) to let out the oil. Tighten the drain plug after draining, and fill up the case with the **prescribed oil** by pouring it in slowly.
Transmission oil capacity . . . . . 3.38/2.84 US/Imp · pt (1.6 litres)

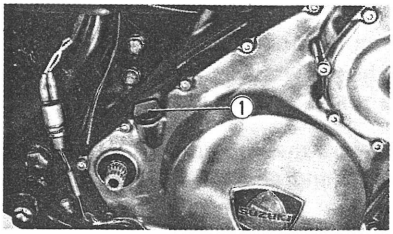


FIG. 6–12

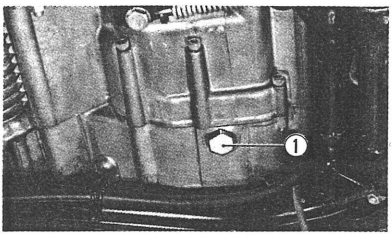


FIG. 6–13

(8) Engine coolant

For the water to be mixed with the specified compound **"GOLDEN CRUISER #1200 ANTIFREEZE and SUMMER COOLANT"** in preparing the engine coolant to fill up the cooling system, **distilled water is recommended.**

Your *RE5,* just delivered by your dealer, comes with its cooling system filled with such a coolant, in which the compound concentration is **50% (standard concentration).** As will be noted in the following chart, this coolant remains immune from freeze-up until the temperature drops to −24°F (−31°C).

To prepare a replacement coolant **(4.5 litres or 1.2/1.0 US/Imp. gal),** proportion the water and compound according to this chart:

WATER-COMPOUND PROPORTIONING CHART

Temperature under which your motorcycle is used	°C	−10	−15	−20	−25	−31	−39
	°F	14	5	−4	−13	−24	−38
Mixing ratio of anti-freeze	%	30	35	40	45	50	55
Amount of anti-freeze /distilled water for 4.5 ltr (9.5/7.9pt, US/Imp) of cooling solution	ltr	1.35/3.15	1.60/2.90	1.80/2.70	2.00/2.50	2.25/2.25	2.50/2.00
	US pt	2.90/6.90	3.40/6.10	3.80/5.70	4.20/5.30	4.75/4.75	5.30/4.20
	Imp pt	2.40/5.50	2.80/5.10	3.20/4.70	3.50/4.40	3.95/3.95	4.40/3.50

Note:
Engine coolant change interval is two years.

CAUTION:
Before freezing weather sets in, have your coolant checked for the compound concentration by your authorized SUZUKI dealer to make sure it will not freeze at the lowest temperature expected.

1) How to check the coolant level

Before riding out for daily use of the machine, look into the radiator refill pipe (when the engine is cold). A white level plate (Fig. 6-14 ①) is in the pipe. See if the coolant is **up to this plate:** if not, add **distilled water.**

If the existing coolant is way down, prepare a makeup coolant by properly mixing the water and specified compound and add the mixture to bring the coolant **up to the white plate.**

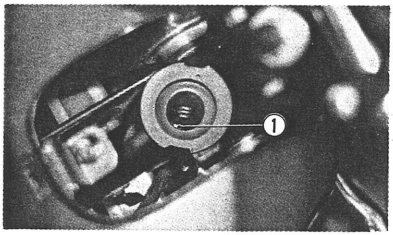


FIG. 6–14

2) How to change the coolant

Change the coolant when the engine is at standstill; carry out a cooling-system flushing operation at the same time. The procedure is as follows:

① Hold the machine erect by its center stand; remove the radiator cap; and remove the two drain plugs, one on the engine ① and the other on the radiator ②.

② After draining the cooling system, install the two drain plugs. Fill up the cooling system with **drinking-quality water;** start up the engine to recirculate the water and run it in idling condition until the indicating hand of the thermometer comes to **the middle of its scale (to about 190°F).**

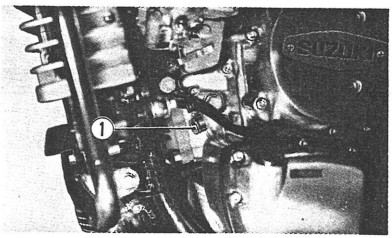


FIG. 6–15

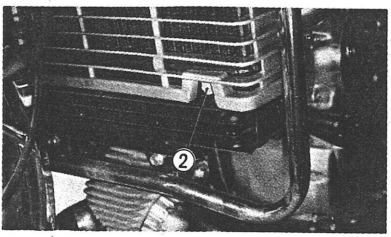


FIG. 6–16

③ Stop the engine, and drain out the water, Observe the color of the water being drained off: if the water is dirty, fill up the cooling system again and repeat the step 2, above, as many times as is necessary to make the draining water clean and transparent.

④ Prepare a new coolant, as outlined before; fill up the cooling system with the new coolant; start up the engine and idle the engine to raise the coolant temperature to about 190°F. Check the coolant level and, if necessary, and **distilled water** to raise the coolant surface **to the white plate** in the refill pipe. Add the **prescribed anti-leak compound (1/2 oz, or 14 grams)** to the new coolant.

CAUTION:
Do not add any anti-leak compound, except when the coolant has been replaced.

(9) Front fork oil

After **the first 750 miles (1000 km),** change the oil in the front forks. This service should be entrusted to your **authorized SUZUKI dealer.** There should be no need of changing the oil thereafter unless the oil becomes contaminated or spoiled under unusual circumstances.

(10) Ignition timing and contact breaker

The ignition system of this rotary engine is quite different from those of reciprocating engines; and its ignition timing is based on a new concept due to the unique cycle of rotary-engine operation. For these reasons, the periodic inspection and servicing of the contact breaker and timing mechanism should be entrusted to your **authorized SUZUKI dealer.**

The regular intervals for these attentions are indicated for the 7th **(ignition timing checking and adjustment),** 8th **(timing advance checking),** 9th **(breaker point replacement)** and 10th **(breaker shaft greasing)** items listed in the **PERIODIC INSPECTION SCHEDULE CHART, page 34.**

(11) Metering oil pump (Fig. 6-17 ①)

This pump draws oil from the **OIL TANK** and feeds it into the engine by metering it out according to the speed of the engine and to the position of the oil pump control lever interconnected to the throttle grip. In other words, the amount of oil supplied by this pump to the engine is determined by engine speed and throttle valve position.

To ensure that the metering oil pump supplies the oil at a properly varying rate for the full range of engine load conditions, it is necessary to regularly check and, as necessary, adjust the interconnecting cable as well as the metered rate of oil discharge. These services require a high degree of skill and, therefore, should be entrusted to your **authorized SUZUKI dealer.**

The intervals for the two services are indicated for the 11th and 12th items in the **PERIODIC INSPECTION SCHEDULE CHART, page 34.**

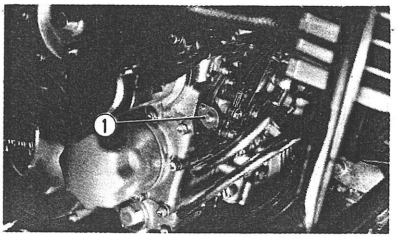


FIG. 6–17

(12) Clutch

Clutch adjustment here refers to the gap or clearance between the friction surfaces in the clutch, and is one of the do-it-yourself services. You must do it or have it done by your **authorized SUZUKI dealer,** when——

① Clutch starts dragging, meaning that the clearance is too little.
② Clutch starts slipping, meaning that the clearance is too much.

Clutch adjustment procedure

① Remove the clutch release adjusting cap from the engine sprocket cover ①.

② Loosen the lock nut ② on the **clutch cable adjuster** ③. Slacken the cable by running the adjuster **(by turning it clockwise)** into the sprocket cover.

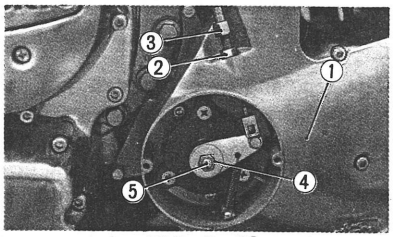


FIG. 6–18

③ Loosen the lock nut ④ on the **clutch release adjusting screw** ⑤; and turn the screw clockwise with fingers until the screw suddenly begins to *"FEEL"* **heavy.** From this position of the screw, **turn it back a quarter (1/4) to a half (1/2) rotation,** and secure it there by tightening the lock nut.

④ Take up the cable slack by turning the adjuster so that the clutch lever ① will have a **play of about 0.16 in (4 mm)** ②. Secure the adjuster by tightening its lock nut.

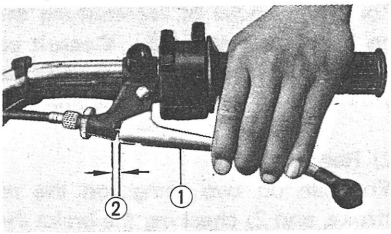


FIG. 6–19

With the adjusting screw and adjuster set as above, the clutch will neither drag nor slip.

(13) Brakes

1) Front brake

Do not attempt to disassemble or repair the front brake yourself, if you experience any of the problems listed below, take your machine to an **authorized SUZUKI dealer** immediately for inspection.

① Brake fluid leakage from the hydraulic system of the brake.

② Damaged or deteriorated brake fluid hose.

③ Too large a stroke of the brake lever.

④ A "spongy" brake lever.

⑤ Friction pads worn down **to the red limit line** ① (marked on the periphery of the pad).

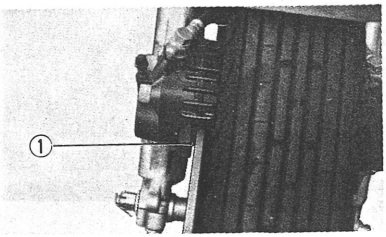


FIG. 6–20

REPLENISHING THE BRAKE FLUID RESERVOIR

Checking the level in the reservoir ① is one of the routine attentions you are expected to perform in the day-to-day use of your *RE5*. **NEVER ride out without being sure that you have enough fluid in the reservoir.**

❷ : *Upper limit*

❸ : *Lower limit*

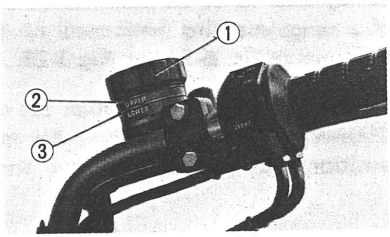


FIG. 6–21

For the purpose of replenishing the reservoir, have a stock of brake fluid on hand for ready use. **Consult your authorized SUZUKI dealer** as to the brake fluid spec, which is indicated in page 14 together with important reminders on the care of the brake fluid.

2) Rear brake:

You can do two things on the rear brake: 1) adjusting the brake pedal stroke, and 2) checking the brake shoe linings for wear.

① Brake pedal stroke adjustment

1. First, set the brake pedal ① in the position about **0.4 in (10 mm)** below the front footrest, as shown. This can be accomplished by loosening the lock nut on the adjusting bolt ② and by turning the bolt clockwise to lower or counterclockwise to raise the pedal.

2. Increase or decrease the stroke of the pedal to anywhere between **0.8** and **1.2 in. (20 ~ 30 mm)** ③ by turning the adjusting nut ④ clockwise (to decrease) or counterclockwise (to increaes).

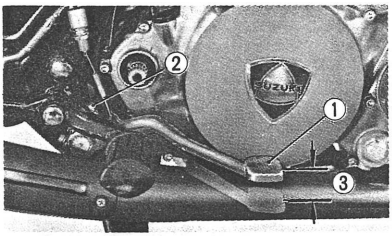


FIG. 6–22

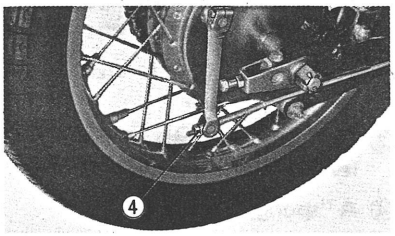


FIG. 6–23

② Checking the lining wear

Lining wear is to be checked by the lining wear limit indicator, consisting of a range marking (embossed on the brake panel) and an index marking, as shown in **Fig. 6-24** and **Fig. 6-25.**

To check, make sure first that the rear brake system is in good adjustment. Observe the position of the index mark with respect to the range mark. This position tells you whether the shoe linings are worn down to the limit.

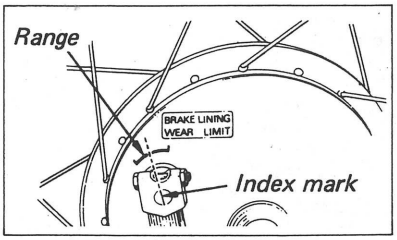


FIG. 6–24

The extension line of the index mark is within the range.

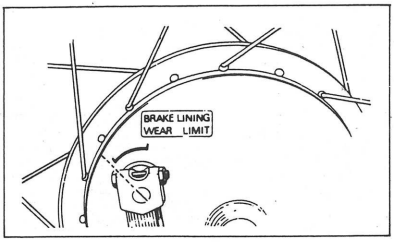


FIG. 6–25

The extension line of the index mark is outside of the range.

In the indicator is found to be in the state shown in **Fig. 6-25,** have the shoes replaced by your **authorized SUZUKI dealer.**

(14) Battery

The battery in your *RE5* requires the same care as any automative storage battery does, and needs to be checked personally by you for **electrolyte level at intervals of two weeks. Add distilled water,** as necessary, to each cell to maintain the electrolyte level uniformly **at or near the upper limit line.**

❶ : *Upper level.*
❷ : *Lower level.*

FIG. 6–26

Battery dismounting

Battery recharging should be carried out at the dealer's service shop, but you may recharge it yourself if you have recharging equipment. **Never recharge the battery in place:** dismount it and recharge it off the machine. Here's the dismounting procedure:

① Unlock and open the seat to expose the battery. **Disconnect the vent tube (Fig. 6-27 ①)** and two leads, (+) and (–).

② **Leave the disconnected vent tube in place,** and carry the battery sideways to take it down.

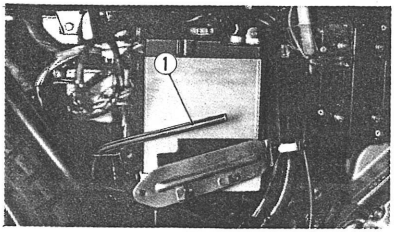


FIG. 6–27

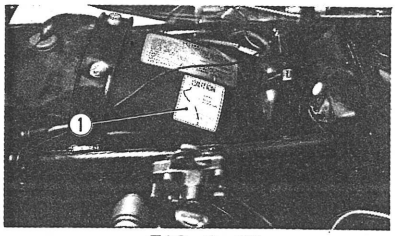


FIG. 6–28

CAUTION:
Be sure to reconnect the vent tube as illustrated on the label plate (Fig. 6-28 ①) attached to the rear fender.

(15) Fuel hose

This hose should be regarded as a long-term expendable item. **Replace it at intervals of two years,** as prescribed in the **PERIODIC INSPECTION SCHEDULE. Have your authorized SUZUKI dealer do the replacing job.**

Note:
Whether the fuel hose is in good condition is hard to tell by its apearance. Hence the two-year replacement interval.

(16) Head lamp

Head lamp beam is adjustable, and is in proper adjustment when it hits the **road surface spot 164 feet (50 meters) straight ahead.** You can adjust the beam as follows:

1) *RE5* **motorcycles for U.S.A. and Canada**
Use the vertical adjusting screw ① to reposition the beam vertically, and the horizontal adjusting screw ② to deflect it horizontally.

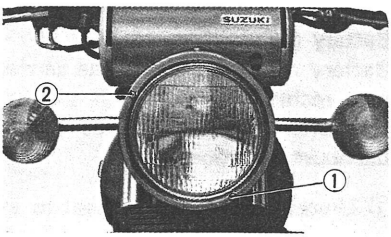


FIG. 6–29

2) *RE5* **motorcycles for other countries**
The beam position is fixed in horizontal direction. To make the beam look up, rotate the screw, shown, clockwise, and vice versa.

(17) Drive chain

This is a special chain not susceptible to removal by the motorcycle owner. Special tools are required to remove it. For this reason, we must insist that you take your machine to your **authorized SUZUKI dealer** when its removal for one reason or another becomes necessary.

Be safety-minded and visually check the drive chain for the below-listed possible malconditions just before you ride out for daily use of the machine:

(Set up the machine on its center stand, and turn the rear wheel slowly by hand, with the transmission shifted to *NEUTRAL*. Examine the full length of the chain.)

Drive chain:	①	Loose *PINS*
	②	Damaged *ROLLERS*
	③	Dry or rusted *LINKS*
	④	Kinked or binding *LINKS*
	⑤	Excessive wear
	⑥	Improper chain adjustment
Sprockets:	①	Excessively worn *TEETH*
	②	Broken or damaged *TEETH*
	③	Loose SPROCKET *NUTS*

1) Chain lubrication

The drive chain receives engine oil from the metering oil pump. It is exposed to road dust and dirt. Pasty grime formed on the chain not only presents a bad look but also has an abrasive effect on the chain links and sprocket teeth. For this reason, **the drive chain is prescribed to be washed clean with a solvent or gasoline and then lubricate with chain lube oil or engine oil at intervals of 500 miles (800 km).**

❶ : *Engine oil pipe for chain lubrication*

This cleaning a relatively simple service and you may do it yourself. After washing, be sure to wipe the chain clean and oil it liberally with a **chain lube oil or engine oil.**

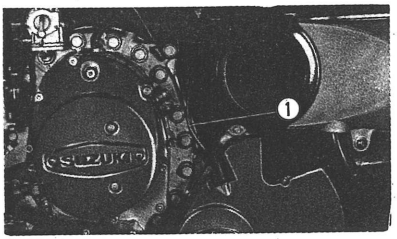


FIG. 6–30

CAUTION:
The 500 miles (800 km) cleaning and lubricating service, stated above, does not imply that the chain need not be cleaned more often. Lubrication is indispensable especially before continuous high speed driving.

2) **Chain tension adjutsment**
To check the chain for tension, put your fingers to the halfway part of the chain between the two sprockets and try to move it up and down. If this deflection is **from 0.6 to 0.8 in. (15 ~ 20 mm)** (Fig. 6-31), the chain is in proper tension: if not, adjust it as follows:

① Pull off the cotter pin (Fig. 6-32 ①) from the rear axle nut ② and loosen the nut.

② Loosen the lock nut ③ on each chain adjusting bolt ④. There are two bolts, right and left. Turn the bolts clockwise to tension or counterclockwise to slacken the chain.

③ After obtaining a proper deflection, **check to be sure that the two adjusters ⑤, right and left, are pointing to the same graduation in the side scales ⑥ of the rear swing arms.** This is an important requirement for wheel alignment.

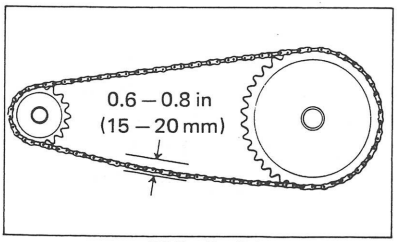


FIG. 6–31

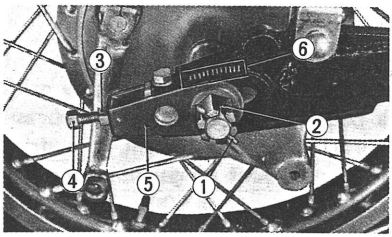


FIG. 6–32

CAUTION:
Adjusting the chain tension as above could disturb the wheel alignment to reduce the cruising stability of the machine. Thus, it is a good practice to have the machine checked at your authorized SUZUKI dealer wheel alignment each time you have readjusted the chain tension.

(18) Tires

Overinflated tires are just as bad as underinflated tires. High fuel consumption, poor cruising stability, hard cornering, skidding, tendency to side-slip in cornering, rapid tire wear—all these are often accounted for by improperly inflated tires.

1) Tire pressure

Adjust the tire pressure according to this chart:

Speed	Front wheel		Rear wheel	
	SOLO RIDING	DUET RIDING	SOLO RIDING	DUET RIDING
Normal cruising	1.75 kg/cm² (25 psi)	1.75 kg/cm² (25 psi)	2.0 kg/cm² (28 psi)	2.25 kg/cm² (32 psi)
Sustained high-speed cruising	2.0 kg/cm² (28 psi)	2.0 kg/cm² (28 psi)	2.25 kg/cm² (32 psi)	2.5 kg/cm² (36 psi)

2) Tire life

It is dangerous to drive a motorcycle with excessively worn tires. For the tires of your *RE5* motorcycle, we advise you to regard them as having reached the end of tire life when the remaining depth of tire tread is only——

① 0.06 in. (1.6 mm) in front tire.

② 0.08 in. (2.0 mm) in rear tire.

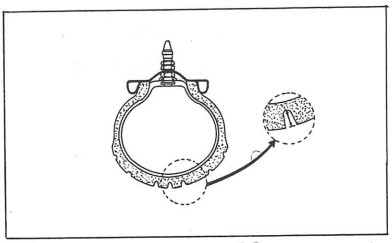


FIG. 6–33

3) Tire specifications

Front tire 3.25H19-4PR
Rear tire 4.00H18-4PR

CAUTION:
Use of genuine SUZUKI tires or a well-known brand of the specified size, is strongly recommended for your *RE5*.

(19) Brake lamp switches

The *RE5* motorcycles for the U.S.A. and Canada have two brake lamp switches, front and rear; those for other countries have only one, rear brake lamp switch.

1) Front brake lamp switch (Fig. 6-34 ①)

This is under the front brake lever ②. To make it operate with a less delay (in lighting the lamp) in response to each braking, displace it in place toward Ⓐ. Loosening the switch securing screw permits the switch to the so displaced.

2) Rear brake lamp switch (Fig. 6-35 ①)

This is under the right-hand frame cover. The switch is in properly set condition when depressing the brake pedal **0.4 in. (10 mm)** causes the switch to close (to light up the brake lamp). Loosening the switch lock nuts allows the switch to be displaced vertically for making the switch close with more or less a delay in response to the brake pedal.

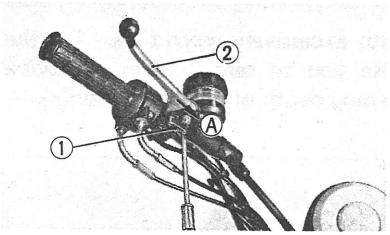


FIG. 6–34

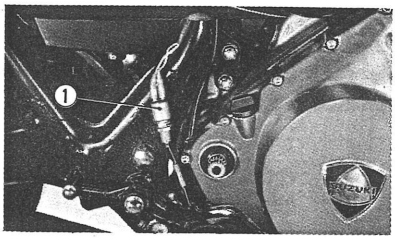


FIG. 6–35

[7] HOW TO OPERATE

The instructions contained in this section presuppose that you have carefully read all the information given in the preceding sections. You are now acquainted with the major features of your *RE5*. You are aware of the differences and similarities in controls, maintenance and various limitations between your *RE5* and conventional motorcycles. You are then ready to take your *RE5* to the road for pleasure, thrill and enjoyment.

(1) CHECKING MACHINE

Before mounting your *RE5* in order to ride out for daily use of your machine, check to be sure that——

1) Oil is up to level in the **ENGINE OIL SUMP** ②. (Refer to page 36.)
2) The **OIL TANK** ① is completely full **(when you are to go out for a long ride).** This tank is semi-transparant. **The OIL TANK indicator lamp remaining off does not necessarily mean that the tank is completely full.**
3) **ENGINE COOLANT** is up to level in the radiator refill pipe. (Refer to page 42.)
4) **ILLUMINATING LAMPS** light up properly. The **HORN** sounds off satisfactorily. (Refer to page 22 ∿ 23.)
5) The **CLUTCH LEVER** has a proper play. (Refer to page 45.)
6) The **BRAKES** are in sound condition. (Refer to page 45 ∿ 46.)
7) The **DRIVE CHAIN** is in proper tension and clean. (Refer to page 49 ∿ 50.)
8) The **STEERING HANDLE** exhibits no abnormal rattle when shaken sideways and up and down.
9) The **WHEEL TIRES** are in good condition, properly inflated. (Refer to page 51.)

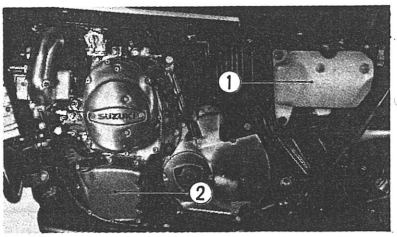


FIG. 7–1

(2) CHECKING THE ENGINE FOR READINESS TO START

1) Make sure that the **FUEL COCK LEVER** is **"ON"** position.
2) Make sure that the **ENGINE KILL SWITCH** is in **"ON"** position.
3) Insert the key into the **IGNITION SWITCH**; twist it into **"CHECK"** position; and be sure that the **SIX INDICATOR LAMPS** in the

combination meter take the on-or-state as follows:

Indicator lamp	State		Significance
	ON	OFF	
FUEL	○		The circuit for this lamp is working properly.
OIL · TANK	○		The circuit for this lamp is working properly.
OIL · P	○		No pressure now in the engine lubrication oil circuit (because the engine is not yet running).
NEUTRAL	○		The transmission is in *"NEUTRAL"* (as it should be).
TURN		○	(Twist the turn signal switch knob to the right or left to see if this lamp comes on, making the turn signals on that side start flickering).
HIGH BEAM		○	(See if this lamp comes on, as it should, when the lighting switch is turned on and the dimmer switch is moved to *"HI"* or *"H"* side).

4) Turn the key further to **"ON"** position, and see if this switching from **"CHECK"** to **"ON"** alters, as it should, the on-or-off state of the six indicator lamps to the following configuration:

Indicator lamp	State		Significance
	ON	OFF	
FUEL		○	You have enough fuel in the tank.
OIL · TANK		○	You have enough oil in the **METERING OIL TANK.**
OIL · P	○		(This lamp should go off when the engine starts up.)
NEUTRAL	○		The transmission is in *NEUTRAL.*
TURN		○	
HIGH BEAM		○	

When the foregoing 4 steps have been satisfactorily carried out, the engine is ready to be started up.

(3) STARTING UP THE ENGINE

1) Cold engine starting

① Make sure that both **IGNITION SWITCH and ENGINE KILL SWITCH**

are in "ON" position.

② Make it doubly sure that the **TRANSMISSION is in "NEUTRAL"** by touching the gearshift lever.

③ **Push down the CARBURETOR CHOKE LEVER ① for** "choking" (Fig. 7-2). **Make sure that the THROTTLE GRIP is in HOME POSITION.**

④ Start cranking the engine 1) by depressing the **starting button,** or 2) by **kicking,** to save electricity, whichever you prefer at the moment. **FOR ELECTRICAL STARTING, keep the elutch lever SQUEEZED; FOR KICK STARTING leave the clutch in ENGAGED CONDITION.**

⑤ If the engine will **not fire up in 5 seconds of electrical cranking, wait at least 5 to 10 seconds before making another try:** cranking longer than 5 seconds at a time is hard on the battery.

After the engine fires up, let it idle along for some time until the indicating hand of the thermometer reaches the first graduation mark (122°F line). Move back the choke lever to its home position by raising it.

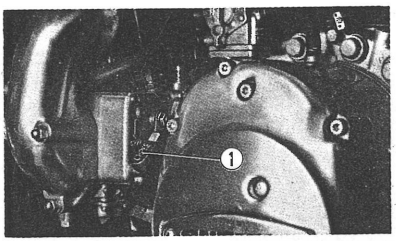


FIG. 7–2

2) Hot engine starting

A hot engine is to be started up by adhering to the foregoing procedure with one exception: It is not necessary to use the choke lever, but **have the throttle grip turned just a little** to facilitate firing up.

Note:

What to do when the engine is flooded with gasoline. Several cranking tries may deposit too much gasoline inside the engine to ignite. **If this condition is suspected, move the CHOKE LEVER BACK TO ITS HOME POSITION (to keep the choke valve wide open), TURN THE THROTTLE GRIP ALL THE WAY for full throttle, and crank the engine by the starting motor;** this will drive out excess gasoline and, in no time, will initiate satisfactory ignition.

(4) HOW TO RUN THE ENGINE

1) AVOID UNNECESSARY REVVING OR RACING.
2) **Be sure to warm the engine up to about 122°F (50°C) (Fig. 7-3 ①) before starting off.** Loading the engine when it is still cold is very hard on its running parts.
3) **Try to run along with the engine kept in a 1500 to 7000 rpm range ⑤.** STAY AWAY FROM THE RED ZONE (ABOVE 7000 RPM) ② AND YELLOW ZONE (BELOW 1500 RPM) ③ IN THE TACHOMETER. Below 1500 rpm, engine output is so low that the machine may run falteringly.
4) **Always be sure that the *"OIL P"* indicator lamp ④ in the combination meter is off.** SHOULD THIS LAMP LIGHT UP, it means that the engine lube oil pressure has just been lost; IT'S A WARNING. **You must stop your motorcycle and shut down the engine immediately in such case and, when the engine has cooled, check the oil level in the ENGINE OIL SUMP (Fig. 7-4 ②).** Then you should refill the SUMP to make the lamp go out of, **if the SUMP has enough oil, have your authorized SUZUKI dealer look into the lamp circuit, and engine lubrication system.**

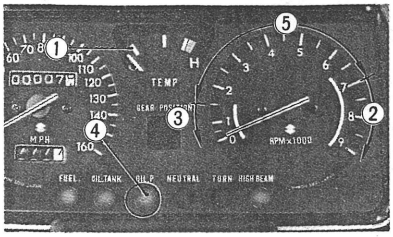


FIG. 7–3

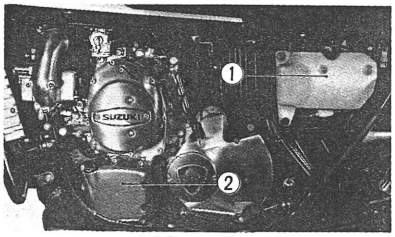


FIG. 7–4

CAUTION:
NEVER DRIVE THE MACHINE WITH ITS "OIL · P" INDICATOR LAMP ④ BURNING. The "OIL · P" indicator lamp has nothing to do with the oil in the *OIL TANK* (Fig. 7-4 ①).

(5) STOPPING THE ENGINE

The proper way of stopping the engine is to SLOW IT DOWN TO IDLING SPEED **and then** turn off the IGNITION SWITCH. Here's the reason why: a fast running engine develops high suction in the intake line: if the spark plug stops sparking, the engine might pack unburned air-fuel mixture into the muffler. This could result in an explosion inside the muffler, producing a disturbing noise.

CAUTION:
NEVER turn off the ENGINE KILL SWITCH to stop the engine, except when you have to in an emergency case—for instance, when you accidentally run onto an obstacle on the road and get thrown off the seat.

After stopping the engine, be sure to keep the ignition switch in *OFF* position. Leaving this switch in *ON* position for long with the engine at standstill is hard on some circuit elements, particularly those in the ignition circuit. Make it your habit to remove the key whenever you leave your *RE5* standing.

(6) STARTING OFF AND PICKING UP SPEED

1) Pull up the clutch lever, and shift into *LOW.*
2) Twist the throttle lever toward you and, at the same time, release the clutch lever rather gently to let the machine roll off.
3) To shift into *SECOND,* accelerate on *LOW* gently, close the throttle, squeeze the clutch lever and shift. Shift in this manner sequentially to *TOP.*

(7) GEAR SELECTION

The five gears of the transmission—*LOW, SECOND, THIRD, FOURTH* and *TOP*—best serve in their respective speed ranges, which are indicated in this diagram:

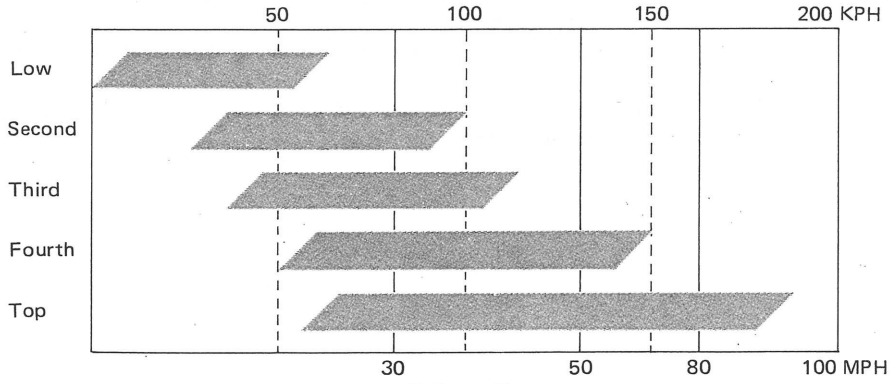


FIG. 7–5

Cruising at 50 mph, for example, on *THIRD* is cruelly hard on the engine; for such a speed, you should run on *TOP* or, if you are on an uphill road, on *FOURTH.*

You may utilize the braking effect of the engine in coasting downhill by keeping the drive line unbroken with the transmission shifted to a lower gear. The internal friction of the engine will add to the wheel brakes.

CAUTION:
When coasting down on "ENGINE BRAKING," be careful NOT to allow the engine speed to EXCEED THE LIMIT (7000 RPM). Cruising downhill in this manner for a prolonged duration of time is not advisable, because the engine under such conditions is inadequately lubricated.

(8) HALTING AND PARKING

To come to a halt, slow down the machine by turning back the throttle grip and evenly applying both brakes, front and rear, and shift into *NEUTRAL* before the machine comes to a complete halt. Applying only one brake, front or rear, is dangerous; it invites the chance of skidding or tail swinging or loss of steering control.

Be sure to leave the machine with its steering lock engaged. When parking at night, leave the ignition switch in *PARKING* position, so that the tail lamp will remain burning to signal the presence of a motorcycle in the dark.

(9) THREE RULES FOR ECONOMIZING THE FUEL

1) Refrain from habitual engine revving or racing and also from frenzy acceleration on the highway.
2) Avoid quick braking. Remember, each braking wastes energy more or less.
3) Cruise on the right gear or, to say the same thing, limit the cruising speed to suit the gear selected.

[8] TROUBLE-SHOOTING GUIDE

This trouble-shooting guide is a simplified one and is intended for use only by the *RE5* owners. If this guide does not help you cope with a particular type of trouble, **consult your authorized SUZUKI dealer,** who has all necessary facilities and know-how in the matter of trouble-shooting.

(1) Engine will not start.

Possible cause

1) No fuel in the tank.
2) The spark plug ① is so dirty that spark-producing energy is leaking. Remove the plug and clean its porcelain part and electrodes, brushing off carbon and making the electrodes dry.
3) The ignition circuit has failed. If this is the cause, then you have to consult your **authorized SUZUKI dealer** for remedy. Test the circu to come to this conclusion by cranking the engine in the usual manne with the spark plug removed to expose its spark gap: if no spark jump across the gap, the circuit is out of order.

CAUTION:
Be sure to ground the spark plug to the engine case.

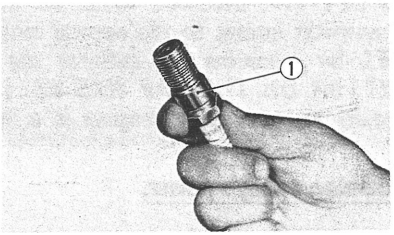


FIG. 8–1

(2) Engine runs but will stall.

Possible cause

1) Fuel cock is clogged. The air vent is fuel tank filler cap is clogged.
2) Spark plug electrodes are bridged with carbon.

(3) Poor stability or hard steering.

Possible cause

1) Wheel tires are not properly inflated, that is, tires are too soft or too hard.
2) A play has developed in the front fork.
3) The tread faces of tires are worn down.

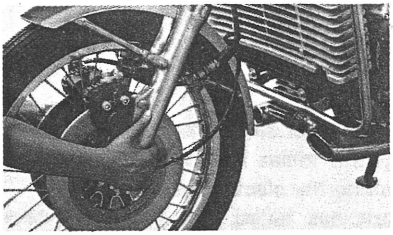


FIG. 8–2

(4) Engine overheats easily.

Possible cause

※ Not enough coolant in the cooling system.

CAUTION:
In a sustained cruising, you may suddenly realize that the thermometer is pointing to the RED ZONE. In such a case, halt the machine by the road side and LET THE ENGINE IDLE ON until the indicating hand of the thermometer comes to the normal range. Then CHECK COOLANT LEVEL by removing the radiator cap after confirming that the RED BUTTON ON THE CAP WAS PRESSED for releasing the vapor. Stopping an overheated engine is a very bad practice.

(5) Engine will not develop enough power.

Possible cause

1) Air cleaner element is dirty.
2) Spark plug is producing but weak sparks because it is dirty or because the spark gap is out of adjustment.

LUBRICATION CHART

Rotating and rubbing parts must be lubricated periodically. Insufficient lubrication will cause rapid wear and severe damage can result.

Lubricate the following parts periodically

	Initial 750 miles Initial 1000 km	Every 500 miles Every 800 km	Every 2000 miles Every 3000 km	Every 4000 miles Every 6000 km
Change engine oil (Engine oil sump)	Engine oil		Engine oil	Engine oil
Change Transmission oil	Motor oil		Motor oil	Motor oil
Lubricate drive chain		Chain lube oil or engine oil		
Grease Rear brake cam shaft				Grease
Lubricate throttle and clutch cables			Motor oil	Motor oil
Grease throttle grip				Grease

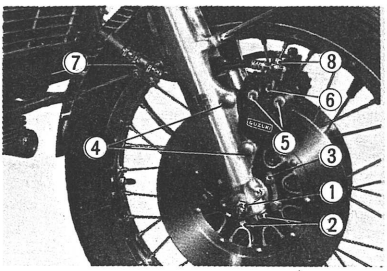
CAUTION (1)

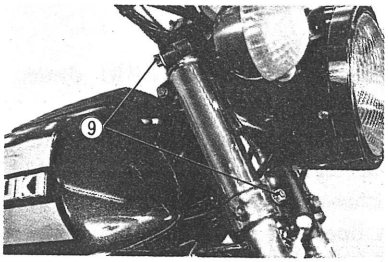
Have these fastening parts retightened by your authorized SUZUKI dealer.

Bolts and nuts tend to become loose, particularly during the initial period of use. Some bolts and nuts are **important safety parts,** which are listed here for your *RE5* motorcycle. They must be retightened, as necessary, at regular intervals. Your dealer too knows how often. Follow his advice but, for the listed bolts and nuts, let your dealer do the checking and retightening service. He will use torque wrenches and retighten them accurately to the factory specifications.

① Front axle nut
② Front axle holder nuts
③ Brake disc bolts
④ Caliper fixing bolts
⑤ Caliper axle bolts
⑥ Caliper bleeder bolts
⑦ Brake hose joint
⑧ Brake hose union bolts
⑨ Front fork upper and lower bracket bolts
⑩ Handlebar clamp bolts
⑪ Steering stem center nut
⑫ Front fork upper bracket rear bolt
⑬ Master cylinder fixing bolts
⑭ Rear swinging arm pivot shaft nut
⑮ Front foot rest bolt
⑯ Rear torque link nuts
⑰ Rear shock absorber nuts
⑱ Rear brake cam lever fitting bolt
⑲ Rear axle nut

Refer to page 62 ~ 63

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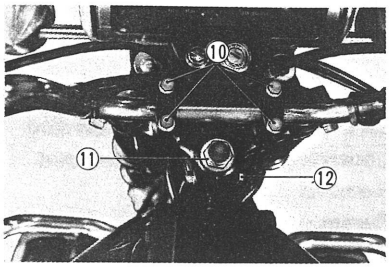
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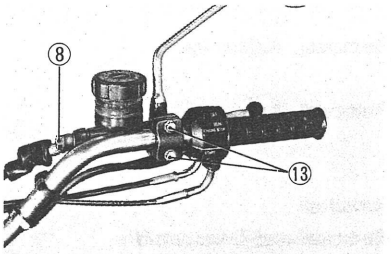
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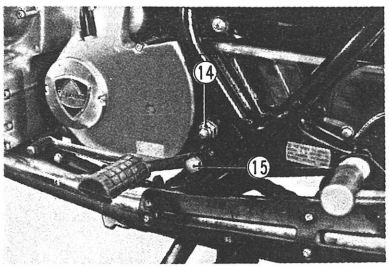
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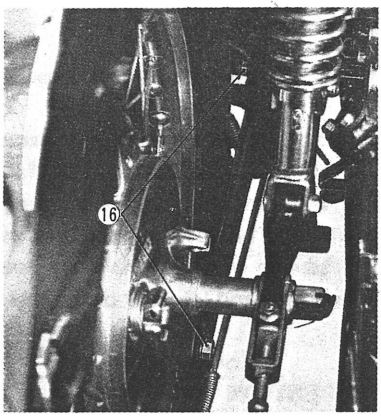
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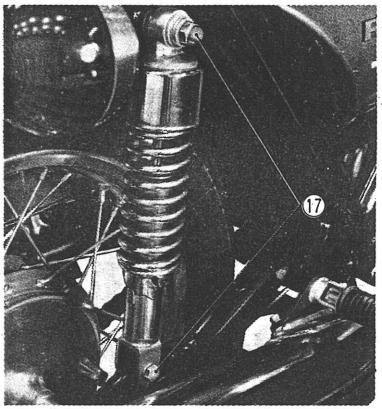
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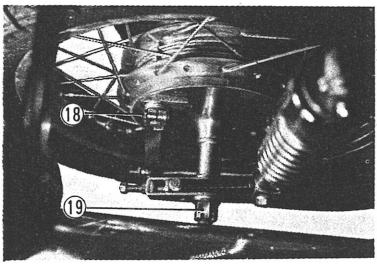
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CAUTION (2)

Have the following parts serviced by your authorized SUZUKI dealer.

The parts listed here are **important safety parts.** Each must be set, adjusted or otherwise serviced to the factory specifications. **Whenever you find any of them needing service, bring the machine to your authorized SUZUKI dealer and have it serviced by him.** This does not mean that you should not service your machine by yourself; if you do, then just leave out the listed parts and let your dealer look after them.

Important safety parts	Service Item
SUSPENTION	
① FRONT FORK	Oil change, Removal, Disassembly.
② FRONT and REAR AXLES	Loosening AXLE NUT, Removal.
③ FRONT and REAR WHEEL	Removal
④ SWINGING ARM	Removal
⑤ REAR TORQUE LINK	Removal
STEERING	
① HANDLEBAR	Removal, Adjustment.
② STEERING STEM and STEM HEAD	Removal, Adjustment.
BRAKE	
① PEDAL and LEVER	Removal
② CALIPER	Removal and Disassembly.
③ MASTER CYLINDER	Removal and Disassembly.
④ PADS and SHOES	Removal and Replacement.
⑤ HOSE and HOSE JOINT	Removal and Replacement.
⑥ DISC	Removal
⑦ FRONT BRAKE OIL	Bleeding and Oil change.

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Prepared by

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International Service Dept.

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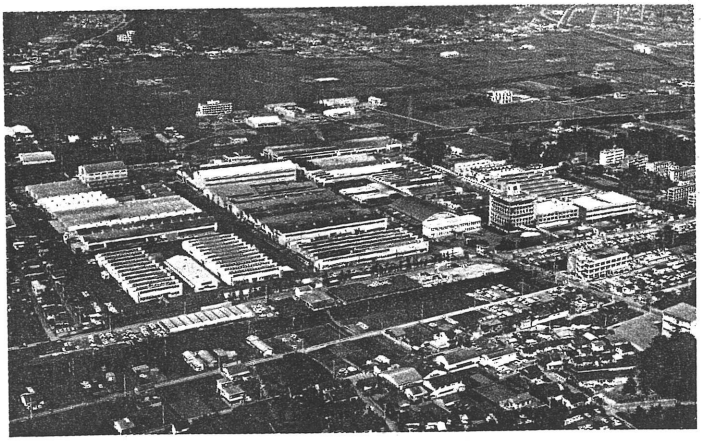

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